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ROAD RACES

Complete Program & Story

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VOL. 12, NO. 7 CARMEL, CALIF. Apr. 15 - 22, 1955

10¢



WHEELS WHIRR AT PEBBLE BEACH

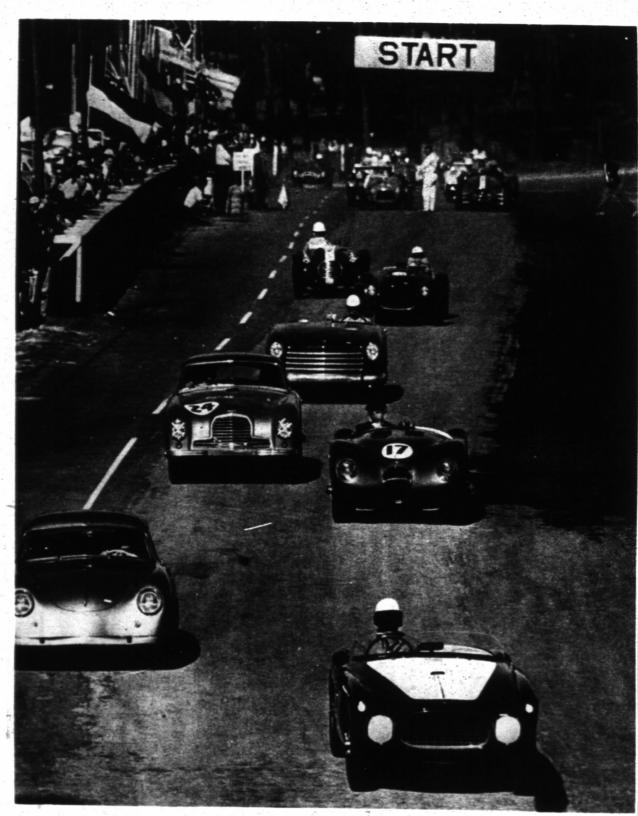


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The serene fir forests of Pebble Beach will tremble this weekend to the exhaust thunder of unmuffled motors as, for the sixth time in as many years, sports car racers invade the Peninsula.

About 30,000 visitors, many of them in snappy foreign automobiles and dreaming of racing glories, will crowd the streets of Carmel, Monterey and Pacific Grove to funnel slowly through the Pebble Beach gates.

They will have come from all parts of California and from many other states to feel the fever of the starting line, to watch the cars flash by, to thrill to the hazards and suspense of contest.

And contest they will get. The field this year is about the most imposing yet seen on the 2.1-mile tree-lined circuit.

In the big race, the Del Monte Trophy event--with modified bombs of over 1,500 c.c. competing with each other in a gruelling 100-mile sprint, three former winners will fight it out.

Sterling Edwards, 1954 Del

Monte Trophy winner, looks like a special favorite among the top contestants. He will give battle to Phil Hill, winner of the 1950 and 1953 events, and like Hill he will drive a Monza Ferrari. Also in the line-up will be another two-time winner. Bill "White Sidewalls" Pollock, in a more powerful car. Pollock will drive a Baldwin Special, the car that did not see him to victory last year.

The year before, in 1953, Pollock smashed up the famous Cad-Allard he piloted for Tom Carstens. He spun into a tree in a trial run after the race was over and Hill had given him a spectacular licking. Pollock suffered a broken nose. His mechanic was seriously injured.

Also in the big race on the tight, winding circuit will be Lou Fageol, of Cuyahoga Falls, Ohio, who has driven his Fageol-Porsche in most of the big races in this country. Fageol is also a speed boat pilot, winner of the Gold Cup

fel. 2-9545 MONTEREY heater

AT 7 & 9:15 ENDS MONDAY

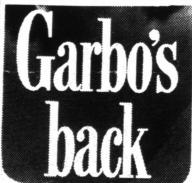
the 'LILI' girl dances again!



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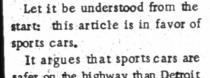


CAMILLE

ROBERT TAYLOR Controversy

SPORTS CARS vs DETROIT IRONS

y JENS MORGAN



It argues that sports cars are safer on the highway than Detroit jukeboxes, and that sports cars are more fun to drive.

It does not argue the fact that there is more room in a station wagon than in an Austin Healey. Nor does it deny that anybody who thinks of his bottom as the most important part of his anatomy will find a family sedan more comfortable.

And it does not defend the almost exclusive production of two-seater sports cars. Cars can have four or even more seats, luggage room and still be sports cars.

What is a sports car?

It's a car that can be used as transportation like any other automobile, and, in addition, is built to have the stability, braking efficiency, steering control, acceleration and stamina necessary to

participate in a gruelling compet-

Looks have nothing to do with it. They are the result of the qualities built into the automobile. There are an ever-increasing number of Detroit cars now that look like sports cars, which is fine for those who just want flashy-looking cars, but the resemblance to sports cars is only skin-deep in most of those models.

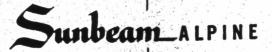
Sports cars need not be of foreign manufacture. There are American sports cars, notably the Cunningham. And there are the Ford Thunderbird and Chevrolet Corvette, but it's a good guess that neither of these two could compete in their class unless modified.

It is from the competitive qualities mentioned above—the extra stability, braking efficiency, steering control, acceleration and stamina—that the extra safety of

At the Palm Springs Road

(Cont'd on A-4)





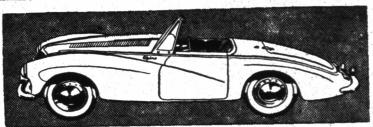
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PEBBLE BEACH SPORTS CAR ROAD RACES

	PERRI	7, 1955 1:00 P. E BEACH CI	M. ID	Du	Chare	AP	RIL 17, 1955 -	2:30 P. M.	
	1500	E DEACH C	UP	1-20	gram	DEL	MONTE	TROPHY	
21 4 6 6 .		and under Modified					Over 1500 c.c. I	Modified	
CLASS I	H				CLASS				
Car No.	Marque	Owner			CLASS E				
54			Driver	Displ.	Car No.	Marque	Owner	Driver	
68	Crosley Special	Harry Eyerly		. 736	13	Maserati .	R. G. Gillespie	Duver	\$ 1
121	Halliday-Renault	Dr. Paul Winters		748	8	Alfa Romeo .			•
169	Fiat-Crosley Aardvark-Panhard	Nick Reynolds		748	39		Charles Rezzaghi		•
32	Crosley	Towns I in a grade		745		Frazer Nash	James Lowe		•
91	Young Special	Robert K. Holbrook		745	126	Alfa Romeo .	Al Kleinberg	Pete Lovely	
1	Moretti	John P. Young		748	14	Maserati	Roy Cherryhomes	Carrol Shelby	. 40 %
22	Panhard	. Charles Fifield		750	9	OSCA	Wm. B. David		
98	Gilroy-Crosley	Glenn St. Louis		745	116	MG-TC .	Harold Erb		
	- Tolosley .	. Tip Blume		726					. 150
					CLASS D				
LASS G					63	Austin-Healey 1005	W D D		
					80	Austin-Healey 1003			•
17	Devin Panhard .	. James A. Orr		745 -/	2		Peter Clelland		
23 -	Panhard Special	. Perry Peron		745 s/c		Ferrari	Allen Guiberson	Phil Hill	
5T	Crosley Special.	. D. J. Rattenbury Jim	Rattenbury	850 722 s/c	131	Austin-Healey 100.	Gene Sweeney	George Swift	
89	MG-Special	Dr. Edward Boyd		1250	26	Ferrari	Sterling Edwards		•
27*	Wolesley Special	. Denovan Crees		1028	59	Austin-Healey 100	Claire Wilson		
18	Devin Panhard .	. John P. Kunstle		745 s/c	76	Mercedes 300 SL	Terry Hall		•
32	Crosley Special	. John Cannon He	enry Manney III	745 s/c	102	V-8 60 Special			•
2 -	Hillman Special	. E. C. Beagle		1267	1		William L. Slater		•
70	OSCA	. I. W. Stephenson		1300	Ш	Edwards Special	Barry Wagner		
7	OSCA	. Skip Swartley		1300		Triumph TR-2	Dorothy Deen	Wally Kieckhefer	
	Volkswagen Spt. C	B 1 4 114	Dr. Leon Becker	1192	22	Austin-Healey 100S	Roy Jackson-Moore		
					CLASS C				
ASS F									
					52	Jaguar Special	J. C. Chamberlain		
6	Trojan Special	. Dr. Troy McHenry			114	Sp. Rdstr.	Donald E. James		
3	OSCA	· Alfred Coppel		1486	108	Jaguar XK-120M	Louis Brero		400
	MG-Special .	Edward C. Freutel		1342	77	Ferrari			
)	MG-Special	. Kenneth H. Miles		1466	28	Vann Special .	Tony Paravano	Jack McAfee	
	Porsche	. John Von Neumann	• • • •	1466	146		Gordon Vann		4
	Eschrich Offy.	. Dr. Wm. F. Eschrich		1497		Silverstone Jaguar	Charles Fifield		3
	MG-Special .	. Cy Yedor		1495	20	Baldwin Special	Ken Simpson	Wm. Pollock	4
	MG	. Ernest W. Mack	Pau Cal	1466	CLASS B			- July of the second	
	OSCA	. Chick Leson	Ray Seher	1488					
	MG-TC	. Reno Racing Team H	larry L. Banta	1342	73	Fageol-Porsche	Lou Fageol		
1	MG-Special .	. Marion Playan	L. Danta	1497	163	Cad-Kurtiss			3
	V. W. Porsche	John A. Hudson	Pete Lovely	1467	100	Allard K2	Tom Benavides	Ignacio Lozano	5
	MG-Special .	. Nade Bourgeault		1488	124	Allard Praire	Wm. H. Snell		5
	MG .	. C. A. Painter	Skip Swartley	250 s/c	71		Ted McGrade		5
	MG-Special	. John T. Dalton	only Swartley	1438		Allard LeMans .	Carl Block		5
	MG-Special .	. Kjell Qvale		1466	70	Bu-Ford Special	F 134	Mac Balchowsky	5
	1 140	41		1500	150	All: I last			
L	Lotus MG	· Man Lemay	APPG Hamf. 1						
L	MG-TF 1500	· Alan LeMay H	larry Hanford	1485	36	C-1K	George Narou John Fox	John Barneson	59

LOWDOWN ON SPORTS CARS

(Cont'd from A-3)

a sports car springs.

Take stability.

Say you're tearing down the highway at 75 in a Detroit sedan (which you shouldn't do but which you do anyway if you're like most people) and you suddenly see a child crossing the road. You jump on the brake, yank the steering wheel ... and chances are your comfortable feather-ride family sedan will roll over for a few hundred feet. The child lives, You're dead...."...killed when he lost control of his automobile while trying to avoid hitting..." You have read the "lost control" story countless times. Can also happen when you try to compensate for a blow-out.

But it wouldn't happen to a good driver in a good sports car.

The sports car has a suspension (Cont'd on E-1)

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HOW GOOD TV FOR COMBAT?



world-shattering effect on war-

This was the conclusion voiced this week by Brig. Gen. Wilbur E. Dunkelberg, deputy commander of Fort Ord.

General Dunkelberg, as deputy maneuver director of Operation Surf Board--the biggest war games held on the Pacific Coast since 1949, had the opportunity to observe one of the first military tests of television during the amphibious exercises last month at San Simeon and Hunter Liggett Reservation.

"It was demonstrated," said General Dunkelberg, "that television has its potentiality for military use but that it has definite drawbacks."

Operation Surf Board was televised for the benefit of the commanding officers of the two oppos-

Television will not have any ing forces as well as the maneuver directing staff by a special signal corps team that flew a television observer plane over the mock battlefields. The plane came from the Signal Corps Experimental Station at Fort Huachuka.

"In order to get a good picture, " the general said, "the plane had to fly quite low and fairly slowly. In a combat situation it would have been a very vulnerable target over enemy dispositions. It seems to me that generally a better picture can be obtained by planes with aerial cameras that go in for fast, quick shots which can be thoroughly studied."

Television, the general said, could be used very efficiently by a commander who has lost contact with one of his own units, and could thus observe directly what Please Turn Page

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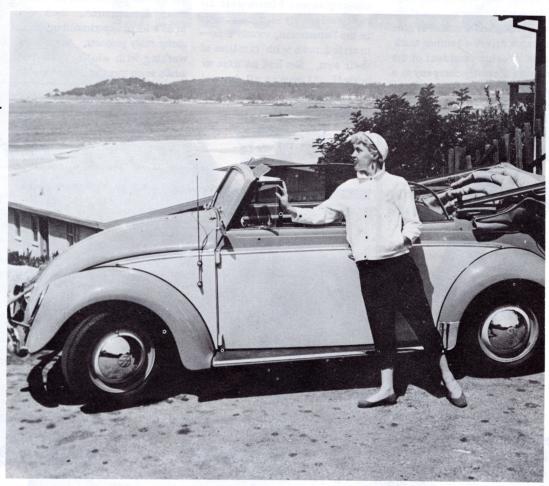
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WOMEN WHO DO THINGS BY BARBARA HALL

She Traded 5 C Notes for 36 Bucks



There's a woman in Carmel who, less than three years ago, held a top-level administrative job, whisked from here to there by plane, conferred with top executives in her field, was obliged to entertain rather grandly to keep up with her colleagues, and had to maintain an aura of prosperity about her appearance. Three years ago Alice Heath, now an instructor in adult education at MPC, was pulling down a salary of around \$500 a month. Last month Alice netted, all told, \$36.

How can a woman leave a "glamor job" and exist on a "starvation salary" -- for \$36 wasn't enough to keep her going without stretching a long, long way--and be happy doing it? Of course, in a place where a PhD, and a master of nine languages drives a lumber truck and an ex-vice president of the leading cigarette company is a valley postmaster, this doesn't seem too unusual. Also, it makes Alice a true daughter of the Car-

mel way of life.
In Alice's words: "It's important to be happy. A single woman in a top level job is a lonely woman. You only live once. and you might as well do what you want to do."

For five years Alice was Chief of Health Education for the State of Washington. There she was in charge, in addition to all health education in the state, of a special training project which, under a five-year grant from the Kellog Foundation, studied methods of the training in public health of doctors, nurses, teachers and other professional people. Her colleagues and friends were almost exclusively high executives in the Department, mostly men-married men with families of their own. She had no time to herself. "I worked all day and

mour soon departed and it got to be a grind. It was no fun.

Last month Alice had fun. She became an expert on "Cabbage. How to cook, 1000 different ways." She concocted delicious things from chicken backs. She learned which cans of what were cheapest and what you can do with a can opener. She gave up shows, cigarettes. She bought herself a big jar of instant coffee and when it was empty, gave up cof-

She's doing what she wants to do. She has a job which takes up little of her time but which enables her to exercise her creative talents and call upon her extensive background and learning. Her friends are women with similar likes and dislikes and activities. She has dates now and then. She's a part of community life, is on the ground level with people.

Alice Heath is instructor of public health education at MPC. teaching an extension course of the University of California at Berkeley. This semester, which began March 15, her course is "Health Education Methods". She holds two classes a week, from 7-10 in the evenings, Tuesday at MPC and Thursday at Salinas. Her students are mostly teachers, principals and nurses. The courses she teaches are new and she writes them "from scratch". She's able to do a lot of experimenting, likes group study projects. She enjoys working with adults, feels that adults learn more in a comfortable

atmosphere, without pressure. There are no tests in her courses, and the students get as much as they put into them.

Each student has his own reason for taking her course. Some need additional credits for teaching credentials, some simply want more information, some adapt what they learn to their professional needs. Last semester, in a course on "Community Health Problems", a group studied intensely conditions in the labor (Cont'd on B-4)

How Good TV ?

(Cont'd from preceding page) they were doing. The disadvantage here, however, is that the enemy could listen in as easily as the commanding officer unless an effective scrambler system was devised, General Dunkelberg pointed out.

During operation Surf Board, with 15 receivers working at aggressor and defender headquarters as well as at the command post of the maneuver director, reception was often poor. There was much flickering, obscuring many vital moments of observations, and it seemed that every time the plane went into a bank the delicate electronic camera revolted and fuzzed the picture.

If these technical difficulties are corrected, General Dunkelberg said, television could be developed to be one of the many valuable adjuncts of military in-

telligence--but certainly no priority factor in determining the success of an operation.

Operation Surf Board, the general said, also illustrated the effectiveness of the helicopter as a transport for fighting troops.

"Helicopters, carrying 10 men each, took one objective -- a bridge--by complete surprise," he said.

The helicopter's big advantages over paratroops, General Dunkelberg elaborated, are that troops do not only have to be specially trained, but, more importantly, helicopters can pinpoint an objective more accurately, put troops down in a concentrated area and avoid obstacles in the terrain--such as trees and wires-that dangling troopers are sometimes unable to miss.

"It is true, " said General Dunkelberg, "that helicopters are slow and big and make good targets, but an element of risk is involved in every combat situation. Paratroopers make good targets, too.

"You can visualize the effectiveness of hundreds of helicopters putting down men in the enemy rear during an attack when all his guns are pointed in the other direction.

"After harrassing the enemy, helicopters could pick the troops up again and take them out-an obvious advantage over paratroops, "

Operation Surf Board, in which an American defensive force landed on the beaches of San Simeon in an invader's rear, involved some 20 to 25,000 men, both Army, Navy and Marines, and 50 ships. Cost to the Army alone was an estimated \$150,000 in addition to regular expenses, such



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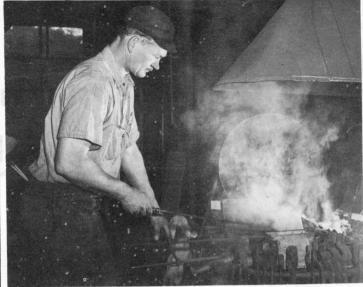
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Mr. Spectator

BATTLE OF THE MIDRIFF



What No Sleeves?

BATTLE OF THE MIDRIFF—The Carmel Council has ordered its City Attorney Tom Perry to draw up an ordinance, restricting males over 10 years of age from ascending from the beach or other places with their manly chests uncovered. The move was initiated by Councilman Francis Whitaker who, when he is not tending Council business, manages a blacksmith forge with (we guess) his shirt on.

The rest of the Council, after an hour's discussion, went along with Whitaker without a real murmur of protest.

One fact is evident in the action: the Council has invaded individual rights in a hope to militantly regulate the individual by legislation—a most unlike Carmel action in view of its past.

However, the Council's action is indicative of a self-imposed authoritarianism that has developed over the past few years. It could in the end destroy a way of life which is really what Carmel is all about. Forerunner of this trend was a two-year-old ordinance regulating the biological urges of dogs and placing responsibility for such on his honor's master... another was a suggestion that the use of the name Carmel be a legislative article and persons living outside of the 1/4 square mile incorporate limits were profaning it, by adopting it--such as Carmel Unincorporated.

Enough of this nonsense, let's take off our shirts and go to work.

OUR SPY in the American Medical Association reports that local doctors have a new code word for artsy & craftsy crackpots. They call 'em "psycho-ceramics."

LOVE THOSE COMICS—Hank Ketcham has been so successful withis comic books about Dennis the Menace that he is splitting up his operation. He's moving the comic book production down to Los Angeles, keeping his newspaper comics staff on the Peninsula.

WOMEN WHO DO THINGS-Barbara (Mrs. Thorne) Hall beat the deadline last Tuesday, April 5, and added a new edition to her family: a boy, her third, weighing six pounds four ounzes on arrival at Peninsula Community Hospital. His name, Brett.

MONEY MAKES MONEY--Last year, the Peninsula Convention Bureau parlayed \$14,000 into \$1,400,000. The organization, headed by Carmel's Corum Jackson, was directly responsible for bringing 25 conventions to the area. Each convention had an attendance of 300 to 400, with everybody spending at least 25 dollars on the Peninsula. Jackson figures that 25 per cent went to hotels and motels, another 25 per cent to restaurants, 30 per cent went for recreation and transportation, and the remainder was spent in retail stores.

This year, the Convention Bureau seeks \$30,000 to continue its activities, only half of which is to be raised by public subscription with the rest to come in the form of matching funds from the County and the City of Monterey. The drive gets under way April 19.

With the new dollar backing, the bureau hopes to double the convention take of the Peninsula during the coming year. Just how it plans to do this we will tell you in the next issue. We intended to to print it this time, but the sports cars beat the story to the print-

She Traded 5 C Notes For 36 Bucks

(Cont'd from B-2)

camps in the Salinas Valley, industrial hazards, labor-management problems, economic and social problems during their project.

This kind of schedule leaves Alice with plenty of time to devote to her burning interest; a book she is writing which has already been accepted by her agents in New York. It's a book on adoption, a sort of narrative autobiography, and she's dedicating it to the adopted child to help him understand himself, and to the adoptive parents, so they can understand why the child feels as he does,

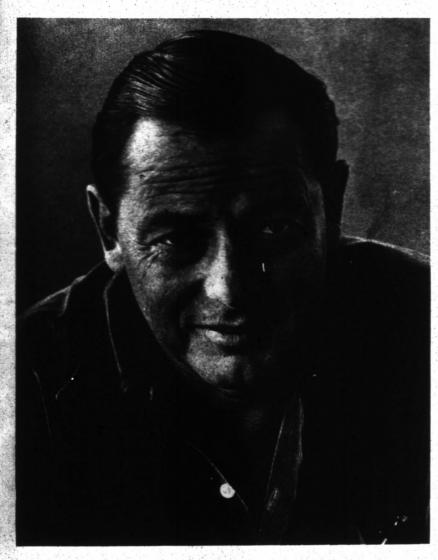
"It's quite dramatic, and deeply emotional," Alice says. "The
person who reads it can draw his
own conclusions. I don't do any
preaching. It's written from the
point of view of the child--my
own experience." The most dramatic part of the book, Alice
says, is the traumatic experience
of the young girl when she's told
she's adopted. She's all in favor
of the modern trend of parents
telling their children in the very
beginning.

Alice starts writing around three in the afternoon and works 'til two or three in the morning. She usually writes about half a chapter a time--in longhand--and this way she expects to be finished in about two more months. "I don't hash over it, and rewrite," Alice says. "If it's no good, I throw it out."

Alice, who has published scholarly articles in scholarly magazines, feels that the book, if it is a success, may open up new areas for her. She wouldn't mind devoting herself to writing.

Alice received a scholarship to Massachusetts Institute of Technology (where she got her M. A. in Public Health) after graduating from Downer College in her home town, Milwaukee, in 1941. She was one of three women in her graduating class. There were 60 men to every woman at M. I. T. "But," she says, "the men were odd--long-haired--full of brains."

Alice, who is 38, a large woman with short brown curly hair, brown eyes and the friendliest smile you'll see in a long time, lives alone in a cute Carmel guest cottage in the Carmel woods. She has no car—"My students drive me to class." She likes nothing better than to get together with some of her friends, nurses and working women, and cook or play bridge, at which she is an expert, With all Alice's interests, she'd like "sometime" to get married and settle down.



Top-selling Novelist Ernest K. Gann, the book club bonanza boy of Pebble Beach, will interrupt his rigorous writing routine Monday and leave for a two-week business trip to Holland.

His business abroad will include some obscure preparations for the movie he plans to produce himself of a novel, "Twilight for the Gods", which is still in his portable typewriter.

If his plans to become his own producer should materialize. Gann's publisher will be able to list another exploit on the dust jacket of his next best-seller, clinching a formidable background that makes the author's life read like the outline of a novel.

Ernest K. Gann -- the K. stands

for Kellogg but has nothing to do with cornflakes -- has bummed around the world on freighters. logged some two million miles as an airline pilot, helped put the Nazi airlines out of business in South America, directed screen tests, played summer stock at Provincetown, fished commercially for salmon, albacore and crabs, has boxed and played polo and downed large quantities of dark Jamaica Rum, and has finally, after years of writing, acquired a sure-fire touch for collecting royalties.

Since the middle of World War II he has written a phenomenal series of best-sellers, taking out time only for one flop. His books -- "Island in the Sky". "The High

THE GANN BONANZA

and the Mighty", "Soldier of For- not a snob--but modesty and a tune", "Blaze of Noon", and "Fiddler's Green" (which was filmed under the title "The Raging Tide") -- have been printed and reprinted. translated into almost every language under the sun, condensed, bought by book clubs, serialized and made into movies on which. instead of a flat sum. Gann takes percentages.

Gann, by instinct and inclination, has somehow hit upon what is probably the most lucrative literary market of all: "those who don't enjoy Mickey Spillane and those that don't enjoy the poseur magazines, the New Republic, Harper's, the New Yorker, and the avant garde magazines with snob appeal. I leave those to Gertrude Stein."

Gann, now 44, doesn't know how many millions of copies of his books have been sold, "I count say how much money he has made on his best-sellers. He is, in fact, extremely reticent and shy of publicity and fearful of notoriety, so much so that a gentleman who has played tennis with him at the Beach Club several times doesn't know him as an author and still thinks, for some mysterious reason or other, that Gann operates a laundry on the Peninsula.

Gann's reticence is not snobbery -- quite obviously anyone who has lived his extrovert kind of life is

concern for the proper upbringing of his children. His oldest son. George, a tall, dark and handsome 19-year-old, used to go to school in Carmel, now attends the California Maritime Academy. His younger twins, Polly and Steven, 14, go to Sunset School, will go to Carmel High next year.

Gann, his wife, Eleanor -- a beautiful, black-haired woman of French extraction -- and their youngsters have lived on Pebble Beach for four years. They have three and a half acres above Seventeen Mile Drive between Carmel and the Lodge, and their place is quite appropriately called "Island in the Sky".

Here, seven days a week for the year to 18 months that it takes Gann to write a book, the family lives under a strict regime whose purpose it is to assure Gann the dollars not copies" -- and he won't privacy and peace he needs to

> He gets up in the morning at 7. An hour later, at 8 o'clock sharp, he locks the sound-proof door to his study, yanks the telephone cord from its socket, impatiently scribbles the word "Patience" twice on his note pad. and settles down at his portable for five uninterrupted hours of concentrated work.

"Sometimes," says Gann, a blue-eyed, stocky, muscular man who stands about 5 foot 10 with

surprisingly spindly legs supporting a husky, robust body, "I write one sentence, and sometimes I write four to five pages, but no matter how much I've written. promptly at one o'clock I shoot out of here like a bomb."

Gann is an impatient writer. This largely because he is always two books ahead of himself. But, despite his eagerness to get to the next one, he is exteremly conscientious in his craftsmanship and completely rewrites at least three times. A first draft takes him about eight months.

Gann, as anyone who has read his work can attest, has developed an uncanny skill as a story teller. and, in addition to telling his stories in the way that people want to read them, he somehow manages to tell stories that a lot of people want to read.

Says Gann:

"Writers, they can all get rich if they just write a story that people want. It took me just 15 years, no 20 years, to find out what the hell they want, and I just hope I'll always know what they want.

"I know one thing they want, They want to root for somebody in a story. That means they got to have a threat to them.

"They don't want bedroom sex, People have grown beyond that nonsense. It's completely unnec-(Cont'd on C-2)



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THE GANN BONANZA

essary. I have proved that about four times.

"Only one of my books, that was "Fiddler's Green", had bedroom sex in it. Stuff like he put his hand on her thigh and the rest of that nonsense, and I'm sorry for it. Sex doesn't belong in enter-

"Most important is that people want a story they can feel and understand. That psychological stuff is like scribbling on a wall for your own amusement. The object of any writer should be to reach as large an audience as possible. There is no sense to writing a book just to enjoy it yourself and get compliments from a couple of friends.

"I figure I'm like everybody else. I like to understand what I read. I can't stand the knowledge paraders.

Some of my intellectuals with their crew cuts, the boys and the girls with short hair, they make me a little sick to my stomach. Their hero is Henry James and every time they can quote him they're happy. I bet there aren't 150 people in this country who can

stay awake reading Henry James, "

Most people, it seems, not only stay awake reading Gann but even have a tough time interrupting his books to go to sleep. The Gann enthusiasm has even infected most reviewers who, presumably, stay awake with Gann's stories like most everybody else. The most notable exceptions in this category are the literary critics of Time.

"The pansies on Time," says Gann, "are the original Henry James boys. And they hate me because I gave them a bashing in Benjamin Lawless', but that's okay. A good review in Time is a kiss of death at the box office as everybody knows, "

Gann admits, however, that Time's kiss of death doesn't apply to Ernest Hemingway, "That guy can get away with a good review in Time like he can get away with everything else. He is in a class by himself."

Hemingway, in Gann's opinion, is "one of the greatest" although he thinks that Steinbeck is a far better "stringer of words".

"The trouble with Steinbeck," says Gann, "is that he can't shake loose of all his expatriate pals.

He ought to come home and go to work. Nobody can influence Hemingway, but Steinbeck is influenced by everybody he meets. I don't know John too well, but we did get drunk together a few times, and I know that he gets influenced easy. He is too re-

Gann's favorite author is de Saint Exupery, and his favorite book is de Saint Exupery's "Night Flight". He also thinks that Herman Wouk (Caine Mutiny) is a "first-class pro" and that James Jones (From Here to Eternity) is a helluva talent if he can just climb out of the gutter."

Unlike most writers. Gann reads a lot, and it is surprising that he finds the time for it. He keeps up his 8 to 1 pace day after day until a book is finished, spends his afternoons outdoors and tries to get as much physical exercise

He is an enthusiastic sailor. plays a lot of tennis, likes to go fishing. "Boxing and polo have gone by the boards age-wise, and I'm saving golf for when I can't play tennis any more." Sometimes he also paints, mostly marine scenes in oil or watercolor.





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NEW PICTURE shows Gann in driver seat of his London taxi cab.

a hobby he has followed as long as he can remember.

He has also written as long as he can remember.

"I guess," he says, "I've written about 259 million short stories. At least that's what it feels like to me."

before the war.

A native of Kansas City, Gann moved to Saint Paul when he was 11, to Chicago when he was 16. His father, George Gann, now 70 and also a resident of Pebble Beach, sent him to the Yale School of Fine Arts where Ernest K. studied dramatic arts. After two years the boy asked to leave school and

take a trip around the world instead. As a telephone executive. father Gann could afford to finance such a trip and he agreed with his son that it was a good

On his way back Gann called up a Saint Paul childhood girl He wrote most of these stories friend in San Francisco. She was a scnior at Mills College. They decided to get married and did so in Reno. They've been married ever since: 21 years. Eleanor left school--she was a senior then -- and went with her bridegroom to New York where he tried his luck in the theater for a couple of years, acting and finally some directing. And all the time he

wrote whenever he had the chance. He even wrote plays.

Gann then decided he liked flying, and for several years he went barnstorming, much like his Pebble Beach neighbor, Alton Walker. From barnstorming, Gann graduated to commercial flying, became first a co-pilot then a junior captain with American Airlines, flying mostly the New York to Chicago run.

And he kept on writing. But none of his short stories sold. And two novels he wrote then didn't sell either. He did. however, sell three books of non-fiction, all about flying. One of them, called "Sky Roads", actually sold 15,000 copies and made him about \$4500. which came in very handy because pilot pay wasn't the same then as it is now. Gann says he got \$100 a month when he started into training as a co-pilot during the depression.

Before Pearl Harbor Gann was one of the pilots selected and hired by the government to run the Germans out of the avaition business in South America by supplying the Latin American countries with new American planes and training their own pilots to fly them.

And when war came, Gann joined the Air Transport Command to fly DC-3's across the North and South Atlantic. It was then that he wrote "Island in the Sky" which was a book about the ATC pilots and had no women in it and was highly technical and yet brought him more fan mail from women than from men.

Gann followed "Island" with "Blaze of Noon" which was selected by the Dollar Book Club and made into a movie with William Holden and Anne Baxter.

"I did very well on it," says Gann. "It was a stinking book but I couldn't kick. I just wish I could do it today knowing what I know now. But I did a really corny job and it's just a damn shame.

The commercial success of the two novels prompted Gann to quit flying and move to the Bahamas to sail and write. What he wrote was "Benjamin Lawless", a book "about a pilot who couldn't stay home. It was, says Gann, "a (Cont'd on C-4)

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THE GANN BONANZA

(Cont'd from C=3)

NOTICE OF INTENDED SALE
AND TRANSFER

NOTICE IS HEREBY GIVEN that HENRY LIND, DOROTHY LIND. and KATHLEEN M. JOHNSON, doing business as "Kay's Good Eats", intend to sell and transfer to LAURA M. BOUCHA, and the latter intends to purchase and acquire from them, the restaurant business of the intended transferors located at 308 Alvarado Street, Monterey, California, known as "KAY'S GOOD EATS", together with all of the furniture, fixtures and equipment, all of the merchandise and supplies on hand, and together with the good-will of such business.

That the addresses of the intended transferors above named are as follows: Henry Lind and Dorothy Lind, 1546 Kazmir Court, Modesto, California; Kathleen M. Johnson, 47 Logan Lane, Monterey, California,

That the address of the intended transferee above named is 49 Logan Lane, Monterey, California. That the purchase price and consideration of and for such sale and transfer are to be paid at the office of THOMAS S. MONTGOMERY, Attorney at Law, 499 Van Buren Street, Monterey, California, on Friday, April 22, 1955, at the hour of 11:00 o'clock in the forenoon of that day.

DATED: April 8, 1955.

Kathleen M. Johnson, for herself and Henry Lind and Dorothy Lind, Intended Transferors,

Laura M. Boucha Intended Transferee.

Date of public ion: April 15,

real stinker" and sold only 3,700 copies. "I fell flat on my face with it and had to go back to flying."

So Gann flew for Matson which then had an air service from San Francisco to Honolulu, and later for Transocean on the San Francisco-Manila run. It didn't last too long. He was laid off by Transocean because he lacked seniority. To make a living he got together with a navigator he knew from his war flying and together they made a "bare living" in commercial fishing out of San Francisco.

Gann wrote a book then about commercial fishing. He called it "Fiddler's Green". It was also a Dollar Book Club selection and sold to the movies. "That was a nice help but it was a stinking movie,"

Came the Korean war and Gann was once more back in flying, working the airlift to Tokyo. That's when he wrote "The High and the Mighty", his most successful book so far: Book of the Month Club, Reader's Digest Book Club, Omnibook, soft-cover book and countless translations, as sell as a cinemascope movie still doing enormous business. Gann thought the movie was "fair but had too much noise in it,"

Gann once more quit flying, but is still on leave of absence from Transocean today, hopes he will never have to go back to it. The success of his latest book, "Soldier of Fortune", which he wrote last year after a trip to Hong Kong, makes pretty sure that he won't have to fly again. It was tops on the best seller list for 26 weeks, is now in 8th place. The movie, for which--like for the movies of all his books--he wrote

the screen play, will be released in June. It will star Clark Gable and Susan Hayward.

Right now, Gann is at work on "Twilight for the Gods" which is a novel about the last years of sailing vessels in the Pacific, a subject matter right up Gann's alley and chances are good that it'll hit the jackpot too.

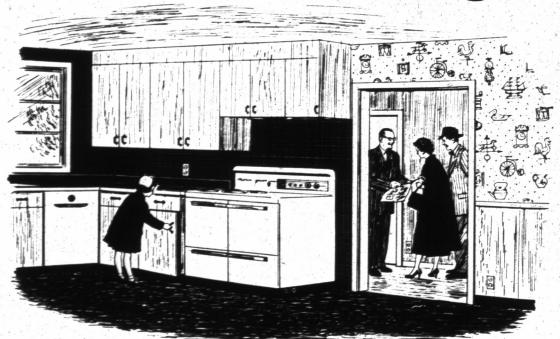
There is just one trouble with Gann's writing future, it would seem. If ever he decides to write an autobiography (which is doubtful), he'll find that he's already squandered his best title for a book about himself. "Soldier of Fortune" would fit the subject very nicely.



GREENHOUSE is one of Eleanor Gann's pastimes, but she spends most of her life being a mother and housewife. She cooks much and lovingly for her husband who is an enthusiastic eater.

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From where I sit ... by Joe Marsh

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Saw a kid go by the Clarion office on a brand-new coaster wagon yesterday—and it reminded me of when my brother and I were about forty years younger.

Our folks weren't poor, but there wasn't enough to buy two wagons for Christmas. We got one between us. Dad made a rule that we each could have it for a week — but the boy with the wagon was responsible for keeping the kitchen wood-box filled.

Seemed a bargain to Bud and me—at first. But soon we discovered it was no more fun playing alone than working alone. It wasn't long before we were sharing the wagon in return for sharing the chores.

From where I sit, you can't enjoy a privilege yourself if you're going to deny it to others. There are some folks who want the right to enjoy their favorite beverage—but would deny me my right to an occasional glass of beer. I doubt if such people get their full "share" of happiness, though.

Joe March

In 1922, Perry Newberry, artist and writer, ran for the Carmel Board of Trustees on an Art Ticket.

He posted this "Platform" on the town bulletin board;

DON'T VOTE FOR PERRY NEWBERRY

If you hope to see Carmel become a city...

If you desire its commercial success...

If concrete pavements represent your civic ambitions...

If you think a glass factory is of greater value than a sand dune, or a millionaire than an artist or a

a sand dune, or a millionaire than an artist, or a mansion than a little brown cottage...

Carmel, in those days a village of 1,000 souls, elected Newberry. He immediately proposed that toll gates be put up to keep out the tourists.

Newberry lasted two years,

Today, 30 years after his Art Ticket's defeat, with Carmel a decidedly commercial city, swollen to a population of an estimated 5,500 within its corporate limits, with more true millionaires than true artists strolling on and driving over its many concrete pavements, with more mansions than little brown cottages, Carmel still likes to think of itself as the unique village it once tried so hard to be.

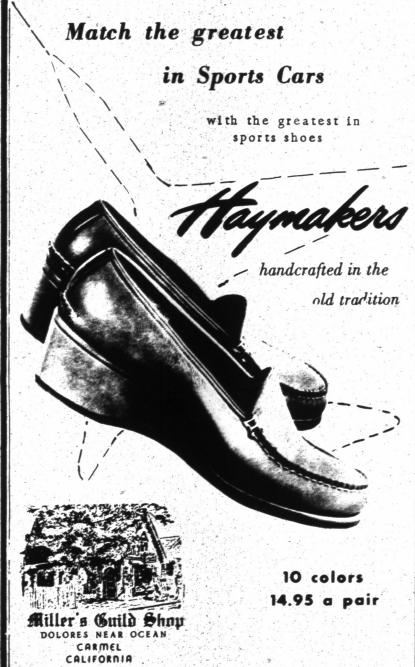
Like the proverbial ostrich, its head buried deeply in the shifting

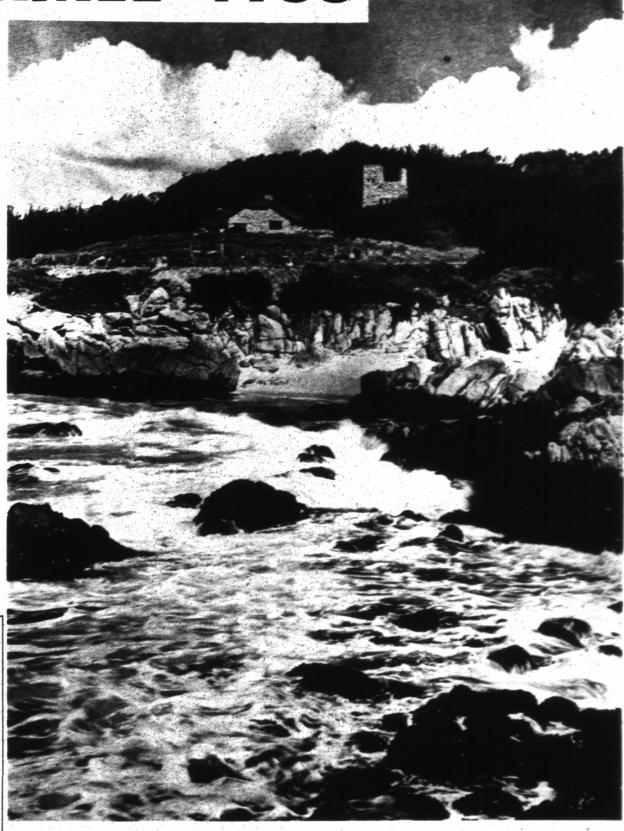
"This is Carmel 1955" is a current analysis of the unique village in the light of its past and present. It is a brought-up-to-date version, including new photos, of our popular Carmel story of last year, taking full cognizance of recent significant developments.

sands of time, Carmel has sought protection from progress by refusing to recognize its inevitability.

The changes came, however, welcomed by many and deplored by some. But despite the changes, Carmel has remained unique in many ways. This uniqueness is, of course, encouraged by residents and tourist-trappers alike, though for different reasons. Part of it

Please Turn Page





POET ROBINSON JEFFERS built his Tor House at Carmel Point, -- Photo by Marge Cain





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is phony. Some of it is surprisingly sincere.

What is Carnel today?

It's a potpourri of paradoxes.

A tourist town that largely disdains - even dislikes - tourists.

An art colony of famous names that has produced few new artists.

A summer resort with five bars and no cabaret entertainment.

A hard-drinking party town that looks dead and deserted at 10:30.

A community meticulously regimented to maintain its individuality.

A shopping center for a large semi-urban area that has only two chain stores and whose actual residents often go to other towns to shop.

A town where retired generals and effete aesthetes, club women and nature boys in blue jeans, merchants and amateur thespians, may meet on equal terms and, sometimes, even enjoy each other's company.

A highly commercialized community where few folks have an angle.

A town willing to spend a third of its budget on a police force, yet where almost nobody - and sometimes not even a few forgetful businessmen - lock their doors at night,

A desirable location for the independently wealthy, the independently poor and the just plain independent.

A Republican town that prides itself on its liberalism,

Carmel's idiosyncracies are, of course, a result of its unusual history,

Before the turn of the centruy, it was hilly forest leading down to the sea, culminating in a sickle-shaped beach of unbelievably white sand. The beauty of this beach provoked Surveyor David Starr Jordan, later first president of Stanford University, to write an article about it for Scribner's Magazine in 1885, and to buy land and build here. He was among the first.

As the years passed, more cabins arose in the gently sloping forests, And, in 1900, the Carmel Development Company, headed by Frank Powers and J. F. Devendorf, began to subdivide the land.

Property was cheap. Living on it was cheap too. There were no Joneses to keep up with. While no agricultural profit could be made from the land, it was an ideal place for artists and writers to pursue their crafts. It was also an ideal place to just sit and enjoy the scenery.

By 1908 there were 300 inhabitants, and a two-horse stage con-



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THIS IS CARMEL 1955



AUTHOR Mona Williams reads mail in front of post office.

nected Carmel with sleepy Monterey. Carmel was incorporated in 1916, but still there was nothing to do except to sit, eat, sleep, paint, write and talk about it all. By 1922, the town had grown to 1,000 and become intensely aware of its character, so different from that of other American communities which expressed the young country's vitality in almost frantic productivity. In Carmel, materialism was a conversation piece.

In the years that followed, considered by many to be Carmel's golden age, the town became the home, playground or workshop of many writers and artists, already famous or destined to become famous later. Intellectuals clustered all over the place. Little theaters flourished. People like Robinson Jeffers, Lincoln Steffens, George Sterling, William Ritschel, Anne Fisher, Martin Flavin and Will Irwin were at their creative height, and their spirit rubbed off on fellow residents.

Upton Sinclair, William Rose Benet, Sinclair Lewis and Mary Austin had lived here in the early days.

A count in 1929 revealed that over 200 writers, each with at least



CARMEL BEACH at Easter is crowded with vacationing youngsters.

one published book to his credit, lived then or had lived in Carmel, It was only natural that Carmel's fame should spread, and that people from all over the country should become interested in this pine tree community without sidewalks, streetlights and house numbers, where every second joker you bumped into was famous, or at least notorious.

Carmel's name was further spread by such incidents as the historic hunt for Evangelist Aimee Semple McPherson who waded into the surf at Santa Monica in the 30's, promising to return from the sea in six days. It was reported a comple of days later that she had been seen in Carmel, in the company of a friend, and a score of the country's top newspaper reporters descended on the town. If, however, Aimee was in Carmel at the time, no one gave her away in her seclusion -- a fitting testimonial to Carmel's spirit of the day -- and she showed up a few days later in Agua Prieta, Mexico, claiming loudly Please Turn Page



ART STUDENT Joe Feuerborn works at Carmel Art Institute.

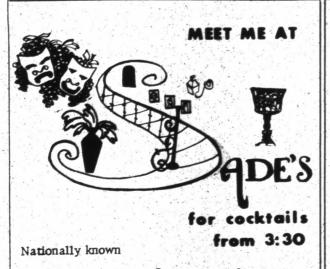
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PAINTER Linford Donovan (left) and Illustrator Donald Teague talk in front of Carmel Art Association Gallery. Teague is association president, Mrs. Donovan is vice-president.

From Preceding Page

that she had been kidnapped,

By 1940, census takers counted 2,837 citizens within the village limits of Carmel. A good many of these were middle-aged and older, retired people attracted by the scenic splendor of the area, its equable climate, its leisurely mode of life, its many cultural events.

Carmel, then, was really Carmel: it was contained on the seveneighth of an acre within its city limits, complete unto itself. The early 40°s were the last years in which this was true. As soon as the war was over, Carmel outgrew its boundaries, life became more complex, its relationships with other communities on the Peninsula assumed increasing importance in its life.

But before Pearl Harbor, and for a short time after it, Carmel life held a magic intimacy. The Post Office then was in the building which now houses the Carmel Realty Company, and—with no mail delivery to homes within the village—the Post Office was the community center. Everybody came personally to call for his mail. By their box numbers, the saying went, ye shall know them.

People congregated at the Post Office to talk, and as they came and went they stopped at the community bulletin board. Everybody used this board. Everybody read the notices on it. It was the community's true newspaper, more significant and personal than any paper could be. It was the most effective want-ad section.

Telephone service was equally intimate. There was no dial system. Service, though frequently lousy, was extremely effective. If you didn't know somebody's number, you just told the operator the name of the party, and if you didn't know the address, it didn't matter, because she usually knew it.

In the old days, too, dogs were honored residents, and everybody knew everybody else's dog. There was one dog, in fact, who was everybody's dog. His name was Pal. He was the town's dog, fed by everyone, allowed to roam at will. Pal spent part of each day being spoiled by the youngsters at Sunset School, then made his rounds of

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The Doll Studio

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the shopkeepers. He was buried with civic honors at the Forest Theater.

These somewhat disconnected examples of Carmel life in the old days have significance in the light of Carmel's character of 1955.

There is still no mail delivery within the village limits, but the Post Office has lost part of its community center function because at least half of Carmel lives outside of Carmel where there is rural route delivery.

By the same token, the billboard between the Carmel Realty and the Village Corner is still there, though rarely used. Nowadays only tourists seem to look at it, taking pleasure in it as one of Carmel's quaint oddities, and it would appear that those who post their notices on the benighted board are prompted to do so largely by nostalgia.

The attitude toward dogs has also changed. Today's dog lover in Carmel seems to abhor all dogs but his own. The police switchboard is flooded with complaints about bariding dogs, and a couple of years ago Carmel's City fathers, with an uncanny misunderstanding of biological processes, moved to hold dog owners responsible if their pets show an inclination for using sidewalks or trees or fire hydrants on public property.

Despite peculiar civic actions, such as this, Carmel today is more virile than it was 15 years ago. It was a young man's town in the 20's and early 30's, and then, in the late 30's and early 40's, it was a town of older people and greatly influenced by the retired mind.

Carmel is still popular with the retired and aged, and there are 37 doctors, dentists and optometrists maintaining offices in the village to take care of them-a stupendous number compared with national averages-but, overall, the village is becoming younger again.

A new crop of outsiders came to Carmel after peace was made; young couples, young businessmen, many of whom had discovered Carmel on pass during their military service. And Carmel is naturally popular with the officers (and their families) attending the U. S. Naval Postgraduate School and the Army Language School in (Cont'd on Center-11)



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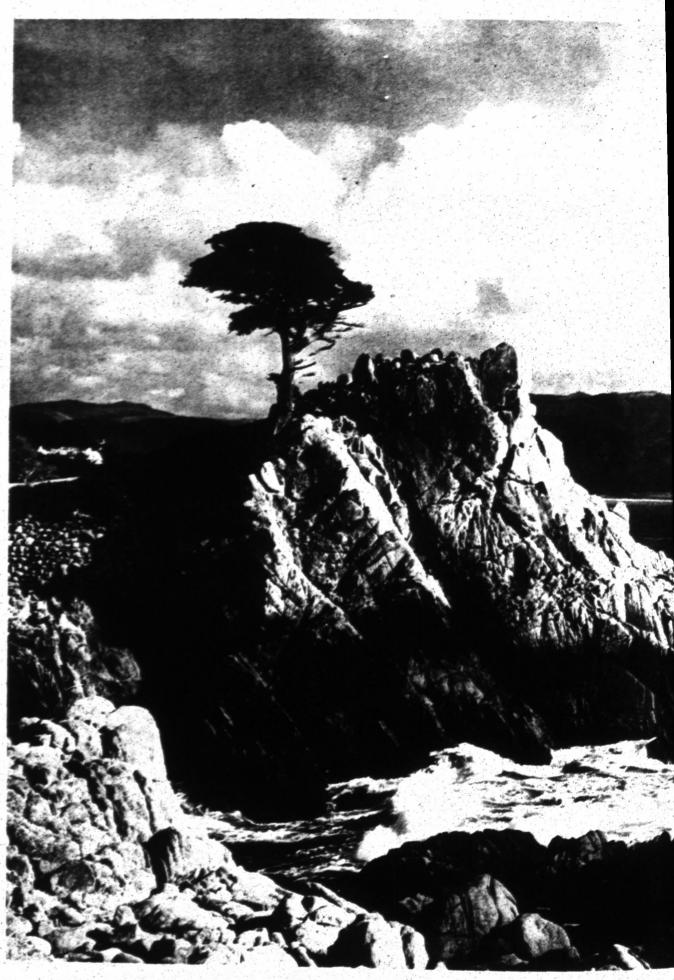


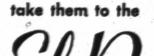
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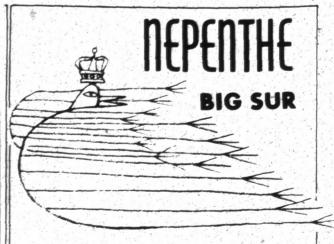
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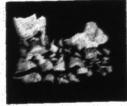
HARRISON MEMORIAL LIBRARY was built in tile-roof Spanish style popular on the Peninsula in the 1920's.

Carmel's population in 1943, according to an estimate by Britishborn, capable and conscientious City Clerk Peter Mawdsley, was over 4,000, including transients. The assessed valuation of the city was then \$5,513,180. The unincorporated area was ranch land. There were but few homes scattered here and there outside the cor-

With the postwar years came phenomenal growth. Mawdsley's estimated population for this spring of 1955 is 5,600 for the corporate area alone, up 100 from last summer, with another 6,500 or so living in unincorporated Carmel which was non-existent but a few years ago.

The latest assessed valuation for the village was \$11,609,270 at the turn of the year, but Mawdsley figures it's now close to 12 million dollars. Carmel Woods, Hatton Fields and Mission Tract, which is growing rapidly, have an assessed valuation close to 8 million, and Pebble Beach, the Carmel River Bottom, lower Carmel Valley, and the Highlands have an additional assessed valuation of over 5 million. The valuation of the school district, which roughly comprises all these areas, was \$25, 293, 000 last July.

It is almost impossible today to think of Carmel without consider-Please Turn Page



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Oc ean Dolores & San Carles ing these areas. Life between them is intertwined. The sanitary district extends beyond the corporate limits. The unified school district covers a large area, and three of the district's four schools are actually outside the village boundaries.

With young couples settling in and around the village, building their homes and producing offspring. Carmel is rapidly becoming a town of children, something it never was before. Mawdsley remembers when his first son, born in 1922, was the only baby in Carmel.

Today's statistics of the school district show a constant increase. The district's enrollment as of March 14 was 1,079, according to Superintendent Smart Mitchell, Last year it was 1, 027. The biggest increase is in dementary enrollment which went up 5,6 per cent since last fall, from 659 to 709. It is estimated that half of the children come from homes inside the village limits, the others from the unincorporated areas.

An accurate count of the population in unincorporated Carmel is impossible at this time. The Pacific Gas & Electric Company has no breakdown for customers in the various suburban areas, though it counts over 2,700 customers within the village limits. The Pacific Telegraph and Telephone Co. lumps all the Carmel exchange together--there are 6,076, about 100 more than eight months ago-and can only hazard a guess that about half of them are in the city



CARMEL WOODS SCHOOL, built according to latest architectural concepts, is a sunny, alry place,

proper. Of the phones, 4,541 are residential, 1,535 business,

There is little indication that Carmel proper, whose boundary lines are still the original ones of 1916, will annex any outlying area in the near future.

The outlying areas have made no definite proposal to join Carmel. There has been no application for annexation so far, and a good deal of talk against it, both inside and outside the city. In Carmel's Council no one has yet gone on record for annexation,

Councilman John Chitwood, a retired Navy officer and one of the most conservative Carmelites, gained support when he said before Council:

"We don't want to bring in outsiders. We want to keep Carmel as

Chitwood explains that "I said this to forestall any talk of annexa-Please Turn Page

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Along with other things you do this weekend, you should visit the MASON's. Carmel's moderate price ready-to-wear, sportswear store... if for no other reason than to buy your ticket for Sunday's Pebble Beach road races (benefit American Cancer Society). The Concours d'Elegance, Saturday, at Del Monte is free.

We have a wonderful selection of Garland sweaters: lambs' wool, orlon, and 'Dreamspun', Garland's blend of lambs' wool, angora and nylon. We have Graff shirts. We have as cute a line of Carole Chris co-ordinates (shirts, pedal pushers, shorts, bras) as you'll see anywhere. All-nylon slips, 3,99, Summer dresses, 8,99-14,99, And a special group of made-in-Hawaii Hawaiian Casuals that has been the talk of the Peninsula.

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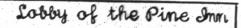


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CARMELITE MONASTERY is outlined against pasture and hills in this Edward Weston photograph taken on Point Lobos,

From Preceding Page

tion. If we endeavor to hold down Carmel generally, then the main character of the town can be preserved indefinitely."

Carmel Unincorporated, of course, has considered the possibility of annexation, but so far the drawbacks of such a step have outweighed its advantages. Unless there is a bad fire, the outsiders feel they are better off.

Taxes in the unincorporated area range from \$3.74 to \$4.40 per \$100 assessed valuation, while in corporate Carmel taxes total \$4.83. Outsiders, who can today build homes in a wide range of styles and materials, would further be bedeviled by many building restrictions which, had they been in effect in Carmel's old days, would have prohibited erection of a good third of the structures standing in Carmel today.

The unincorporated areas theoretically suffer from lack of police protection—a sheriff's patrol car comes by about three to five times a day—but there is no crime. The unincorporated areas, however, are dependent on the Carmel Hill Station of the State Department of Forestry fire service, and it's a long way from there to south of the town or part—way up the valley.

The present trend indicates a stacking of interlocking governmental bodies taking over the functions normally exercised by a city. Sanitary and school districts are superimposed, covering varying areas, and an eventual recreation district would pose the same problem.

Incorporation is definitely an issue,

The cultural life as well as the business life of many residents of unincorporated Carmel revolves around the village.

Everyone, sooner or later, comes to Carmel from surrounding areas if for no other reasons than to sit on the beach, go to the movies, listen to a concert at Sunset auditorium, perhaps attend the Bach Festival, go shopping, look at the paintings in the town's three art galleries or attend one of the amateur productions at the outdoor Forest Theater or the new theater-in-the-round at the Golden Bough

Please Turn Page

Army Wife, Carol Messmore, enjoys relaxation in a Thermassage chair,

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SIREN IN THE SURF is 16-year-old Anne Burke of Berkeley, one of the many high school kids visiting Carmel during "Hell Week".

CARMEL TAGNET

9:10 1 1 1 1 1 1

Here's a Jack Webb special.

In 1954 Carmel had no murder, no traffic fatalities, only one assault and three burglaries--but Chief Clyde P. Klaumann's eight cops kept busy in other ways.

They arrested 48 persons on traffic warrants, mostly overtime parkers who failed to pay their fines.

They investigated 72 thefts, arrested two suspects,

They investigated three burglaries, arrested one suspect,

They arrested 24 drunks and four vagrants.

They nabbed one resident for violation of the trash ordinance, and one outsider for violation of the soliticiting ordinance.

They investigated eight car thefts, arrested nobody.

And

They issued 5,171 parking tickets.

The Police Department's last budget allocation was \$51,440,92.

From Preceding Page

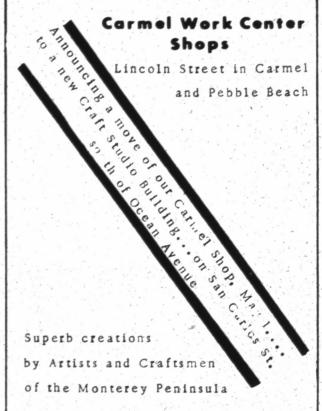
Playhouse.

Art galleries and amateur theaters are, of course, strongly in the Carmel tradition.

Herbert Heron, later mayor of Carmel for two separate terms, founded the Forest Theater in 1908, and started the Carmel Shakes-peare Festival in 1926. He again revived it last summer after several years' pause. Edward Kuster, a lawyer from Los Angeles, quit his practice in 1919 when he was 43 and designed and built the Golden Bough Playhouse. Kuster subsequently studied direction with Max Reinhardt in Germany, made the playhouse here world famous.

The first Golden Bough theater, eventually the first theater in the country to show movies in the "art theater" way, (coffee instead of popcorn), burned down in 1935. Kuster then bought the original Arts and Crafts Theater, founded by Perry Newberry and Alfred Burton years before, from the so-called "Abalone League", and turned it into the second Golden Bough Theater. It also burned down, in 1949. A production of Siegfried Geyer's "By Candlelight" had preceded both fires. Now managing a third Golden Bough theater, whose





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... coffee and paint
conversation, that is.
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stock is owned by Carmelites, on the site of the ill-fated second, Kuster is still going strong for theater within the limitations of available talent and material.

The quality of today's local amateur productions may be below the standards of Carmei's golden age, as some old-timers claim. But, in recent months, the Golden Bough Players under the direction of Lee Crowe have achieved thespian competence beyond the range of most amateur theaters, and it is doubtful that local theater was ever better than it is at the Golden Bough today. Other amateur groups, occasionally springing up in the village, are a different story. Most flop immediately. A notable exception is the Forest Theater Workshop, a group but a few months old, that is trying not commercial but experimental theater and may turn out to be a good school for amateur actors in this area.

Outsiders, possessed of experienced critical discrimination, are occasionally appalled at what sometimes passes for art or theater in Carmel, a community of no mean cultural pretension where they expect to find consistently professional standards. Fact of the matter is that Carmel, though blessed with much talent, is also cursed with much mediocrity.

This mediocrity is encouraged by Carmel's peculiar capacity for transcending the big fish in the little pond routine. It has the trick mirror talent of making a tadpole appear a whale, and, as a result failures from elsewhere, not just the little stuff, sometimes succeed in somehow cornering big local reputations,

Despite its generous quota of artistic phonies and/or mediocrities, however, Carmel may boast without fear of contradiction that it has more successful creative talent per square foot than any other small

Carmel and its immediate environs are the home of Poet Robinson Jeffers, Painters Patricia Cunningham, Leslie Emery, Armin Hansen, Linford Donovan; Sculptor Clancy Bates; Cartoonists Eldon Dedini, Bill O'Malley, Vaughn Shoemaker, Hank Ketcham, Jimmy Hatlo; Authors Ernest K. Gann, Howard Rigsby; Photographers Edward and Brett Weston; Architects Jon Konigshofer and Mark Mills, and many other nationally known "names" in the arts and crafts. Bing Crosby and Greer Garson have homes on Pebble Beach, spend part of the year on the Peninsula, are often seen on the streets of Carmel,

In addition to the accomplished, of course, Carmel teems with young talent in the arts. But there is little future for the promising youngsters here. Many of them -- the weaker -- are condemned to squander their talents on the temperess of artistic conversation. They stay, and eventually become Carmel characters.

The stronger often leave after a period of disillusioning apprenticeship. They find that, at this time at least, Carmel is a fine place for the already successful, but a place that's almost impossible to become successful in.

It would not take much to make Carmel a true art center. An anmual art festival, open to outsiders as well as local artists, might do the trick, offering as it would to the young an opportunity to vend their products on a free market place of taste that would attract art lovers from all over the nation.

The presence of the famed is, to some extent, one of the tourist attractions Carmel has to offer in addition to quaint cottages, specialty shops and a cypress-studded water front,

Carmel people manage to act quite blase about their celebrities, including visiting movie stars, but take every opportunity to point out people in the limelight to visiting firemen.

Carmel frowns on the tourist, yet makes a good share of its living from him. Some store owners admit that 50 per cent or more of their sales are to visitors, and if that is the case, it is also an economic fact that without tourist money coming in many of their other sales-to local people-could not take place.

It is not easy to be a shopkeeper in Carmel. To cater to the tourist a merchant feels he has to carry unique merchandise. As long as there are only a few shops, that's fine, but with as many shops as exist in Carmel today, many merchants find competitors carrying the very same merchandise they thought they purchased as unique,

The competition in some fields is terrific as indicated by the number of business licenses listed by Larry Rose, Carmel's new, young and energetic tax and license collector.

There are 33 apparel shops, 35 gift shops, 17 arts and crafts establishments that do retail selling. There are 43 hotels, inns and lodges; 26 restaurants,

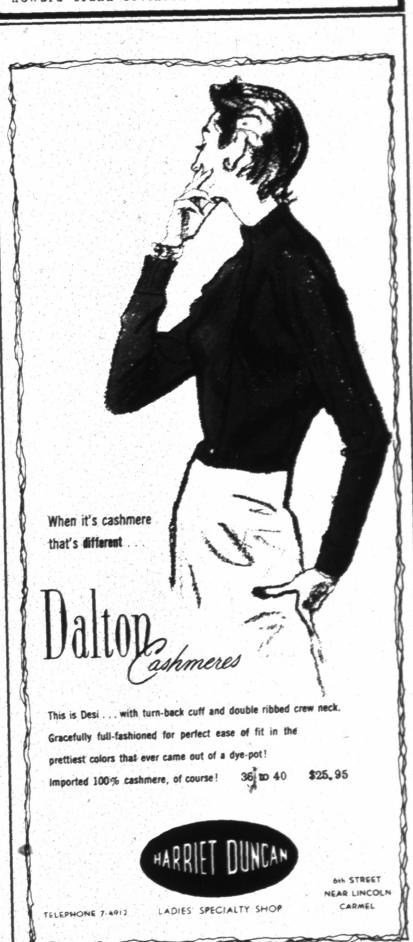
There are also 15 businesses handling horticultural supplies and ser-Please Turn Page

FRIDAY APRIL 15 IN CARMEL-BY-THE-SEA

howard brunn nen's furnishings

IN THE PINE INN ON OCEAN AVENUE

howard brunn levinson - owner



vices; seven shops selling jewelry, silver and clocks; six shops selling sporting goods, pets and toys, (There is, incidentally, also one fortune teller.)

Shopkeepers complain today that the tourist is not spending as much as he used to. Some say that the average tourist, in the late 40°s, spent around \$8 each sale and that today the average tourist only buys 85 cents worth.

This may be so--an indication of the times--but there is little to substantiate these figures in the sales tax returns which cover all retail sales except food. These returns, according to City Clerk Mawdsley, show a steady 10 per cent increase since they went into effect in the December quarter of 1951.

For the quarter ending last December 31, the City collected \$11, 741.42. This being one half per cent of the retail sales (including liquor sales tax which is applied as use tax), the retail sales volume for the Christmas quarter was \$2,348,284.

According to sales tax figures, the retail volume for the September quarter of 1954, the quarter that reflects tourist trade more than any other, was \$2,641,464--about \$130,000 more than in the coresponding quarter of 1953.

The March quarter figures for 1955 are not yet available, but it is almost certain they will reflect a rising curve, though perhaps not as steep a curve as last year's when the quarter retail sales showed up nearly 1 million dollars ahead of the same quarter in 1953,

The high sales tax return brought the city \$10 tax per capita in 1952, compared to \$4 per capita State average. Mawdsley figures that five sixths of the tax comes from the pockets of outsiders, only one sixth from local residents.

Its high tax income enables Carmel to spend a good deal of municipal money. In the year ending in June 1953, for instance, Carmel spent \$82,051,66 on road improvements. This expenditure, of course, included gas tax money from the State,

Big money also circulates in Carmel. Reynolds & Co., one of the country's biggest brokerage firms, has a branch office in Carmel engaging in transactions of well over \$12,000,000 a year. In volume of Mutual Fund Sales, the local office is the sixth biggest in the country, with more than \$100,000 in sales in the past year,

In addition to the Reynolds business, Carmel residents-perhaps not realizing that Carmel transactions go just as fast as those made elsewhere--do business by phone with firms in San Francisco. Total figures on security transactions by Carmel residents are, therefore, unobtainable, but chances are they are well above the per capita average of the nation.

Indicative of the amount of local activity is also the Post Office volume. Postmaster Fred Mylar announced that gross receipts for the fiscal year ending June 30, 1954, were \$164, 521, 70, up \$15. 846, 59 from the previous year,

The surprising thing about Carmel's Post Office gross is that nearly \$70,000 of it was clear profit, amazing in view of the fact that nationally the Post Office Department shows a deficit,

The local Post Office, almost bursting at the seams, feels that some day it may have to violate the time-honored Carmel custom of no postmen. It may start delivering mail in the business district,

That Carmel people, or at least some Carmel people, have plenty of money to spend is obvious. Their standard of living is generally high; the average cost of a home in Carmel is \$20,000.

Foreign travel is an indicative luxury item. The travel agencies of Margaret Peasley and Phinney-McGinnis report that in 1954 and the first part of 1955 they have arranged trips to Europe for 208 Carmel people, trips to Latin America (including Mexico) for 87, trips to the Far East for 33, trips to Hawaii for 162, trips to Alaska for 37 and trips around the world for 14,

In 14 months that's 541 people going to faraway places; figuring the overall Carmel population at about 12,000 that means, on a year's average, one out of 28 residents going abroad, If this average applied to the whole country, it would mean that nearly 6,000, 000 Americans went abroad in 1954, paying their own way, which wasn't so,

Carmel can still be a cheap place to live. Although real estate began to skyrocket after the war--a 2-bedroom house on Casanova sold for \$4,000 in 1945, \$8,500 in 1946 and \$14,000 just a year later-some cottages are still available for very low rent, say around \$50 a month--although most rentals run in the \$100 bracket,

With everything concentrated in a small area, there are no transportation costs. And dress is unimportant. When a guy is too broke

(Cont'd on D-1)

CARMEL SAVINGS & LOAN ASSN.

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Home Loans Made On Easy Payment Plan Ocean Avenue



"---OH, I'D LOVE TO HAVE A GARDEN BUT I GUESS IT



IT'S GARDEN TIME---GET OFF THE DIME!

George is not really getting older, it's just that he has other, more important things on his mind at this time of year - how to get below 90 around the golf course, whether or not to trade in the car on one of the flashy new models. Besides, a garden is more properly in the woman's realm. . . . But maybe it would be a nice place to relax this summer.

All it takes to make over your backyard into a flowery, sunlit retreat is the right stimulation (in this case, a disparaging remark), a little bit of effort, healthy soil conditions and the right amount of water.

The last requisite is the least worry of all. Just turn on the faucet and let the hose and sprinkler do the job for





California Water & Telephone Company

CARMFI

(Cont'd from center 16)

to buy a new suit, he simply becomes a character. All this makes Carmel very attractive for people who like to take it easy, make a minimum of money and still live the good life,

Most Carmel homes, built on 40 by 100 lots, are two bedroom and two baths. The late Hugh Comstock had the biggest influence on local architecture. His is the famed Carmel cottage. He designed the Tuck Box on Dolores Street, but that was before the war. After the war, he went in for post adobe which became especially popular in the outlying districts where there was still room to build,

Architectural standards in Carmel are hard to define. The planning commission okays houses that look like they belong in Carmel. The best way, architects found, to get a modern building through was to dress up their rendering with knickknacks,

Finicky Floyd Adams, the village's building inspector, okayed permits for 30 new homes and three residential buildings last year. He also okayed 90 remodeling jobs on homes, 18 on commercial buildings. Building expenditure in the village last year totaled \$770.765.

Back in 1908, when Heron first came to town, lots in Carmel sold for \$150. Lots today go for at least \$3,500, and the last waterfront lot sold for about \$9,000. There are just a couple of waterfront lots

Heron, in the early days, had the chance to buy the southeast corner of Ocean and San Carlos, where the Standard Oil Station is, for



Carmel Mission, photo by John Livingstone

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\$1,000. He passed it up. Today, the corner is valued in excess of \$100,000.

The valuable downtown property, where rents range from \$100 to \$450 for offices and stores depending on location, size and friendship, is owned by a few families.

The largest real estate holdings belong to the decendants of Tom Doud, wealthy Monterey cattle rancher; Mary Goold, descendant of the old Carmel Mission Machado family and widow of Charles Goold, one-time councilman and livery stable operator; the Mary Dummage estate, and members of the Leidig family, Robert and Fred.

Corum Jackson, 59, jovial community big wheel and prime mover in matters civic and business, has been in the real estate business in Carmel for 18 years. He feels that the Carmel business district will keep on developing but that the mode of life in Carmel will remain

"Of course," he says, "they'll gradually sneak in a street light here and there. The trouble is that everybody comes here because they like it the way it is, and once they've settled down they want to make changes."

Carmel, Corum Jackson thinks, can keep on doing fine and even better, without radical changes. Like other far-sighted businessmen, he believes that the Carmel area, as the whole Peninsula, will some day be the bedroom for executives and white collar workers from the industrial area that will develop in all probability around Moss Land-

"Even if the fish come back," says Jackson, "the fishing fleet won't come back to Monterey. It will go to Moss Landing, "

That's why, Jackson says, the Monterey Peninsula Convention Bureau is hot stuff. The bureau has booked 15 conventions for this year and next, Figuring on a 300-person average with each convention visitor staying three days and spending \$25 a day (the national average is \$27), this will bring \$337,500 in new money to the Peninsula.

"Economists figure that new money brings 20 times its amount in turn-over. Figuring it conservatively-only 10 times-this meant \$3,375,000 new spending power,

"You can figure that a fifth of this will rub off on Carmel."

Carmel, which is not participating in the convention bureau, is, therefore, apt to benefit in spite of itself.

One thing that may stop Carmel's benefit from anything is the parking problem. With little room to park in the business district and the ever-present threat of a ticket, generously dispensed by the Carmel Police Department, visitors are increasingly discouraged from

If the parking problem is not solved, and it is not solved by ticketing shoppers and tourists, the time may come--and sooner than most would think--when shopping centers will mushroom outside the village limits, say at the mouth of Carmel Valley near the booming Mission Tract, and draw a good deal of business away from Carmel.

Someday, as the Peninsula grows in population, there will be such shopping centers, but Carmel can remain in a competitive situation if it finds a solution to the congestion problem,

A partial solution could be a project that has now been in the air for about a year: to build a shopping center on an acre-and-a-half site on the southwest corner of Ocean and Junipero. This center would offer parking facilities for an estimated 120 shoppers, accord-(Cont'd on E-1)



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plimentary hot hors d'oeuvres with your cocktails in the Merienda Lounge. Complete dinners by candlelight from \$1.75 Hotel and cottage accommodations in the middle of old Monterey.

ous Italian Restaurant, on Salinas-Monterey Highway. Dinner 5:00 'til 10:30. Superb Italian and American cuisine. Fine cellar; drinks and capuccino at the bar. Closed Mondays and Tuesdays.

LA PLAYA HOTEL: Home of the famous Lanai Room, serving South Sea Island cocktails, mixed according to their original recipes. Regular beverage service is also always available. The main dining room, serving breakfast, lunch and dinner, overlooks beautiful Carmel Bay. Special cater ing to groups. Phone 7-6476.

BAMBOO GARDENS: Where you will garden. Fremont Extension just past the Salinas Highway junction.

Fremont near the Navy School Phone 2-4559. Also CERRITO'S on the Wharf: Fresh Monterey seafood cooked in the CADEMARTORI'S: Internationally fam- New Orleans manner. A delightful ex-

LOYER'S POINT INN: A drive-in and on Mondays. Abrego and Fremont, Mtry. restdurant at the foot of 17th at Ocean View, Pacific Grove, where you eat those delicious Filet Mignon steaks. We also specialize in sea food. Dining room open from 8.A. M. 'fil Midnight, daily. Drive-in open from Noon 'fil 8 P. M. daily.

REDWOOD GARDENS: The only place in the Monterey Bay area presenting top vaudeville acts and flaor shows. Dinner dancing by candlelight to the music of Mills Haffman at the Hammond organ, and the orchestra, in a charming old red-wood bank atmosphere of a garden. Din-BAMBOO GARDENS: Where you should bark atmosphere of a dargen, Directly evenings, enjoy exotic Chinese dishes, at tables enjoy exotic Chinese dishes, at tables ner 6 P.M. to 2 A.M. Closed Mondeys. I lounge is or grouped around an enclosed pool and one mile from Salinias on road to inq places. Monterey.

CASA MUNRAS: Dancing nightly, com- CERRITO'S: Fine food and drink, Barbe DEL MONTE LODGE: Pebble Beach Tercued fish a specialty. Business men's race dining room overlooking Carmel Bay lunches. Private rooms for parties. On and Pebble Beach Golf Course open daily Tap room depicts local galf history. Dinner dancing every Saturday. Telephone 7-3811 for reservations

BARRETO'S: Famous Mexican restaurant Cocktail lounge. Pre-war prices: Closed

THE HEARTHSTONE: On Ocean Ave. "Where the fireplace glows on Carmel the street" and superb French dinners are done as they should be, at reasonable prices. Open charcoal grill, intimate atmosphere, cheese and wine of the best. Bar opens at 5 P.M. Mark Thomas is

PINE INN GARDEN RESTAURANT: Or Ocean Avenue Luncheon indoors during winter season. Dinners nightly with popular special buffets Wednesday and Thursday The cocktail lounge is one of Carmel's favorite gather-

from the passionate mind to the estranged wife

of equal weight and brilliance,

when we are absolutely helpless

or absolutely powerful--and both

states stimulate our credulity."

is more indicative of an inner un-

certainty than of deep conviction,

The implacable stand is directed

more against the doubt within than

guarding ourselves against doing

harm to anyone is to preserve our

capacity for compassion. For

we cannot pity those we have

For anyone who is not frightened

This has not as yet been a good

by the thought of thinking there

can be few better books,

"One of the best reasons for

the assailant without, "

wronged."

"Everything seems possible

The uncompromising attitude

BOOK LOOKS -- by John F. Allen

In an age where almost all sociological thinking and writing is highly derivative, it is a rare thrill to come upon a cold, clean intellect at work on an original thesis. So it was that a few years ago a surprisingly large audience took with delight to a slim little book called "The True Believer", by Eric Hoffer, Now Mr. Hoffer is with us again, in the form of another slim book called THE PASSIONATE STATE OF MIND (Harper, \$2,50).

Those of you who read his first book will remember that Mr. Hofer gave a sharp Machiavellian twist to that title of his. The True Believer is the fanatic, the guilt-ridden and self-despising man, who has formed the mass following of every anti-intellectual mass movement from Christianity to Communism, from Nazism to McCarthyism. Whether or not you agree with Mr. Hoffer's conclusions-and it would be difficult to refute them--you cannot deny the magnificent cold clarity of his thinking and the lean crispness of his writing.

Mr. Hoffer is a wonderful argument for the advantages of selfeducation and for the innately wise man who comes upon learning after his mind has been matured by experience. Mr. Hoffer had literally no schooling; he was all but blind until he was 15. By the time his sight was restored, it was too late for formal schooling, but in the interim the young Hoffer had acquired an enormous hunger for books, All his adult life he has been a wandering working stiff: gold miner, migratory fruit worker, and now, for the past few years, a San Francisco longshoreman. In every town he has visited his first stop has been the local free library. Sometimes he read in the hours between working shifts; sometimes he would manage to pile up a little extra

John F. Allen, one of the top writers on the San Francisco Examiner staff, is a former West Coast editor of Time Magazine. He reviews books exclusively for this publication.

money, quit his job, take a room near a library and indulge in an

It is obvious from his writings that Mr. Hoffer's reading has been wide and varied, But, as I've indicated, it is obvious also that his writings are not derivative. He has used a sharp and amazing logical mind to take from the past what he needs to formulate his own ideas,

"The Passionate State of Mind" actually is no book at all. It is a collection of aphorisms, delicate, incisive and often brilliant. There is not a dull or unoriginal thought in the book. I hesitate to quote-is like trying to decide which is the best diamond out of a bagfull

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disappointment, As examples of

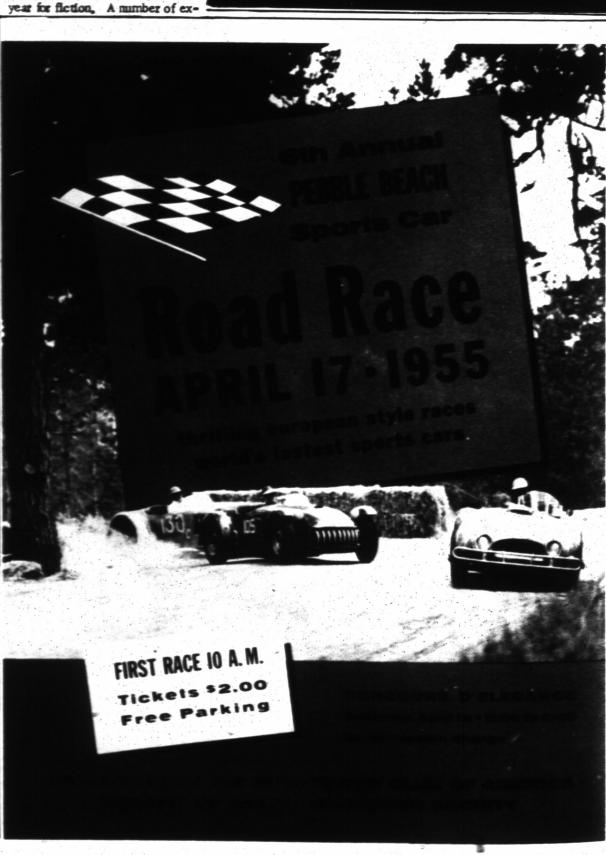
cellent authors have failed us: other books have come highly recommended and have proved a

what I mean are three books read this past week-read deliberately in search of a good novel I could recommend to you, since I seem lately to have been leaning heavily on non-fiction.

I am a great fan of Alberto Mo-(Cont'd on F-4)

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A Woman Builds Cars

In this do-it-yourself age there are many women who have built, or helped build, their own homes, but we know of only one woman who has built her own automobile.

She is Helen Heavey whose lowslung, boxy, wooden convertible with herself and a jaunty strawhat and a long pheasant feather stick ing out of it—is a familiar sight on the roads of the Monterey Pen insula.

That little Heavey hot rod will go 85 miles an hour, and it still runs like it did when she made it 12 years ago.

"I belong," she says, looking tanned and wind-blown, "to the school of thought that if you need something and can't get it, you make it yourself."

Which explains why she built the car when, because of wartime restrictions, she found herself without one, after promising her own factory-made car to a friend on the mistaken assumption that she could get another one to replace it since she was selling Packards in Monterey at the time.

It doesn't explain, however, how she was able to actually build an automobile.

"It probably started when I was at Berkeley High," she says. "I was the kind of student who, in cooking class, would throw cake

batter on the wall, and my teacher asked me if I would leave, please, and never come back."

She left the class, but she needed credit in some kind of manual arts. So she persuaded the shop teacher to let her in with the boys. She loved shop, and was good at it. Which brings us back again to the war years.

"I used a Willys chassis and built a body on it out of wood and metal. I used blackout windows for the plywood, and I used any old thing on it I could find. It took eight months and cost about \$800. This includes the motor which cost \$300."

Building the car was "really nothing", but Helen Heavey freely admits that her second experiment at automotive engineering is "really something".

She is currently working on a fiberglas sportscar.

She bought a Volkswagen that had come to crumpled grief in the Orinda numel. She paid \$500 for the wreck. She stripped it, took out the back seats (which changed the center of gravity), lengthened the hood (which contains the spare tire and gasoline tank in a Volkswagen, but not the motor) to six feet,

Then she went to work on her drafting board, designing the body,

and from the drawing she built a quarter-scale model of plasticine. The model, which is at her studio in Carmel, has a 2-foot wheelbase and is altogether about three feet long.

From the model, as prescribed in custom-car handbooks, she made patterns for different parts of the body out of cardboard. The problem then was to get these patterns enlarged four times, and the measurements had to be right on the button. After several wrong tries, she finally found a photographer in San Francisco who shot them and enlarged them four times. Following these life-size photographic patterns, she cut out plywood sections,

Right now, Helen Heavey is in process of fitting these plywood sections together, and after that she will cover the plywood model with chicken wire, burlap and plaster of paris, making a mold on which the fiberglas is fitted.

"When you look at a fiberglas body," according to Helen Heavey, "you can't tell it from metal, but it has many advantages. Fiberglas is resilient, so if you smash a fender, it won't crumple, and it can be mended easily and cheaply. Fiberglas is lighter than metal so the car can go faster."

She thinks the new car, when finished, will have cost her close to \$2,000 which is maybe a little more than most stock Volkswagens

Helen Heavey has been working on the car quite a while now. She is a very busy person, even outside her garage workshop, and there have been many interruptions.

She is, for instance, busy with her Red Cross activities, especially as chairman of the blood program in Carmel ("they call me the leech") and chairman of the housing committee. She is also secretary to Frances Hudgins, with whom she lives at Carmelo and Second.

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REPORT OF DEPOSITS AMOUNTING TO \$10,00 OR OVER UNCLAIMED FOR MORE THAN TEN YEARS AND LESS THAN TWENTY YEARS.

As of January 1, 1955

Bank No. 13375

The First National Bank of Pacific Grove, Pacific Grove, California.

Name	Last Known Place of Residence or Post Office Address	Alive or Dead	Amount
McAre, A.	163 - 16th St., Pacific Grove, Calif.	Unknown	\$145, 33
		Total	\$145,33

STATE OF CALIFORNIA)
County of Monterey)

I, Robert S. Pickett, the undersigned Cashier of the First National Bank of Pacific Grove located at Pacific Grove, California, do solemnly swear that the above is a full, complete and truthful statement as of January 1, 1955, showing the names of depositors of said bank (or Trust Company) known to be dead, or who have not made further deposits, or withdrawn any money during the preceding ten years.

Subscribed and sworn to this 15th day of February, 1955, before the undersigned, a Notary Public in and for said County of Monterey.

(S) W. K. STEWART Notary Public ROBERT S. PICKETT
Cashier

Published in the Pacific Grove Tribune, Feb. 25, Mar. 11, Mar. 25, April 15,

FIRST CHURCH OF CHRIST SCIENTIST

Fountain and Central Avenues, Pacific Useve
Sunday Service 11 a. m. Sunday School 9:30 a. m.
Wednesday meeting at 8 p. m. - Reading Room 11 a. m.
4 p. m. Daily except Sundays and Holidays
Thursday Evening 7:00 to 9:00
All are cordially invited to attend the services and visit the
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Tuesday - Prayer Pellowship
7:30 P.M.

7:30 P.M.

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SEMI-ANNUAL REPORT OF THE PUBLIC ADMINISTRATOR OF MONTEREY COUNTY

TO THE HONORABLE, ANTHONY BRAZIL, Judge of the Superior Court of the County of Monterey, State of California, Sir: The undersigned, Elmer L. Machado, as Public Administrator in and for the County of Monterey, State of California, respectfully makes this return of all estates coming into his hands during the six months period from July 1, 1954, in pursuance of the provisions of Sections 1150 and 1153 of the Probate Code:

Date of Issuance of Letters of Administration (1954)	Name of Decedent	Value of Estate	Moneys of Estate that have come into my hands	Debts, Ex- penses and Funeral Charges Paid	Balance of Cash on Hand	Attorney's Fees Allowed	Administrator's Commission Allowed	Rem arks
July 2 (W/Will								
Annexed)	FRANK DENNER	Unknown	None	None	None	N		
luly 9	HARRY BARR EDWARD F. TRIGO, aka	5374.19	2789, 16	1062, 54	1726.62	None None	None None	Pending Pending
uly 9	EDWARD F. TREGO JEANNETTE FESSER, aka	1750.00	None	None	None	None	None	Pending
uly 13	JEANETTE FESSOR WITT WILLIAM	179.66	179.66	179.66	None	None	None	Summary Admin
uly 13	FREDERICK TEAR ERNEST	3, 10	3, 10	3, 10	None	None	None	Summary Admin.
uly 13	EDGAR COLTRANE	24, 07	04 07	04.05				Summary
uly 19	LEON ARD RANDALL	15, 22	24.07	24,07	None	None	None	Admin. Summary
August 27			15, 22	15, 22	None	None	None	Admin.
August 27 (W/Will	MARIAN PARKS	1400.00	150.00	None	150, 00	None	None	Pending
August 27	WERNER TORNROTH	1200.00	None	None	None	None	None	Pending
(W/Wi <u>ll</u>	NELLIE M. TORNROTH,							
Annexed)	aka NELLIE MAY							
4	TORNROTH JOHN PANZICH, aka	1200.00	None	None	None	None	None	Pending Summary
August 31	JOHN FILIP PANDZICH ROSCAL	Unknown	5, 61	5,61	None	None	None	Admin. Pending
October 1 October 6	LEROY DRAPER, JR.	1479.53	1479.53	44.11	1435, 42	None	None	Pending
Spec, Ltrs.) October 26 W/Will	BERTHA-L STRONG	Unknown	None	None	None	None	None	Pending
Annexed)	BERTHA L. STRONG	Unknown	36,438,67	2200 21	24 045 05			
October 29	HAWKINS ALDRIDGE MARGARET NEWBY, aka	Unknown	1225, 91	2392.81 286.27	34, 045, 86 939, 64	None None	None None	Pending Pending
October 29	MAGGIE A, NEWBY							2
November 5	AGOSTINO SCOLARI	None	None	None	None	None	None	Pending
November 10	LANCE ALVIN DARRELL	5007.70	5007.70	None	5007.70	None	None	Pending
November 12	LORAINE HANSEN	192, 02	192,02	192,02	None	None	None	Summary Admin.
	MIGUEL LAGARE	Unknown	78,95	17.40	61,55	None	None	Pending
November 19	MAGSALAY ALICE E. GAMMAN, aka	1464, 14	1357.14	471,69	885, 45	None	None	Pending
December 3 W/Will	ALICE EDE GAMMAN, aka							
Annexed)	A.E. GAMMAN CLYDE EDWARD	None	None	None	None	None	None	Pending
December 31	BERTRAM	Unknown	20,076.36	None	20,076.36	None	None	Pending
STATE OF CAL	IFORNIA,)							

Elmer L. Machado, being first duly sworn, deposes and says;

That he is the Public Administrator of the County of Monterey. State of California; that the foregoing is a full, true and correct return of all the estates coming into his hands during the six months period from July 1, 1954, and that said return shows the value of each estate, the moneys which have come into his hands from every such estate, what has been done with said moneys, and the amount of his commissions, the expenses incurred in each estate, and the balance of money in each estate remaining in his hands; that he is not interested in any expenditures made on account of any of the above-named estates, nor is he associated in business or otherwise with anyone who is so interested.

ELMER L MACHADO

Public Administrator in and for the County of Monterey, State of California

Subscribed and swom to before me this 31st day of January, 1955,

Notary Public in and for the County of Monterey, State of California,

(Notarial Seal)

Published in the Pacific Grove Tribune

Date of first publication: February II , 1955

Dates of publication: February 25, 1955; March 11, 1955; March 25, 1955; April 15, 1955; April 29, 1955,

SPORTS CARS VS DETROIT IRONS

(Cont'd from A-4)



A LESSON IN CORNERING -- Photo by Julian P. Graham

designed to keep the car flat on the road in high speed turns. It also has brakes that will stop you faster than other brakes. And it has the extra acceleration that often comes in handy in a tight spot.

As things are today, these are the basic differences between De-

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Webster & El Estero

Thursday, April 14 5-9 p.m. Friday, April 15 9 a.m. to 5 p.m.

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Good clean clothes for men,
women and tots, Hats, jewelry, household furnishings,
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troit-type cars and sports cars:

Detroit cars are built for comfort, driving ease (especially when equipped with power steering), roominess and a smooth ride, with plenty of power for fast highway traveling and geared in such a way that they can equally well crawl through city traffic without straining the motor. They are, basically, a utility, and they are really quite safe as long as they are driven at speeds way below their capacity and as long as there is no serious emergency.

Sports cars are a luxury. They sacrifice passenger and luggage room for compactness and lighter weight, driving ease for better steering control, smooth ride for greater traction and faster cornering. They are super-timed and highly efficient per weight. Their super-tuning requires constant shifting to keep the motor turning over at top efficiency. Driving

them is work; but if you like it, it's fun.

SPORTS CARS, however, are not racing cars, notwithstanding that some may be used exclusively for racing by their owners. They are designed to meet all standard highway requirements. They differ thus from the highly-specialized Indianapolis jobs, midget racers and the super-powered Grand Prix models of the continent.

In fact, to be eligible to participate in a road race, sports cars must meet certain "average automobile" qualifications, set up by the F. I. A.—the International Federation of Automobiles. They must, for instance, have at least two seats. They must have headlights and tail lights. They must have a door.

The average American automobile, on the other hand, would not be eligible to participate in a sports car road race if for no other than safety considerations. One of these would be that the average car could not negotiate a sharp corner at competitive speed without veering out of control and possibly sweeping the guy next to him off the raceway.

HOW THEN, structurally and mechanically, do sports cars differ from family automobiles?

Here are the main features that distinguish them:

* Sports cars are as light as possible. Their weight is determined by the size and power of their engines. Weights range from 900 to 2,500 pounds. The heavier and more powerful the

THIS IS CARMEL 1955

(Cont'd from D-1)

ing to the first tentative plans.

The site is currently occupied by the Murphy lumber yard. Most of the property is owned by Mrs. Leslie Fenton. The San Carlos Canning Company has about a third of the land involved, and unless the Fentons, who are interested in building the shopping center, can get together with the other property owners the project will inevitably fall through.

But, even if this project and other projects along similar lines should succeed in Carmel, a retail business district alone--no matter how successful--does not make for a community of vitality and progress.

Although Carmel is an ideal place for youngsters to grow up, opportunities for them, once they reach maturity, are extremely limited. Most kids leave after graduation from high school to invest their energy and talents elsewhere.

The eventual consequence of such an exodus of youth are obvious. Despite such drawbacks, the leisurely pace of Carmel life as it is lived today offers a unique experience in our hurried world, an experience for which many people are willing to trade the practical expediences that make for the super-efficient existence of the mid-20th century.



SUNSET SCHOOL

engine, the heavier the frame must be to support the engine. If the frame is too light, the torque of a powerful motor will soon shake it apart.

* Sports car frames are stronger and very rigid. This not only makes for a lower center of gravity, but also keeps all four wheels pressed evenly to the road for greater traction.

* Sports car design is generally lower, closer to the ground. This, when linked with proper methods of suspension, keep the car from swaying,

* Sports cars have direct steering. Every movement of the steering wheel counts in determining the course of the car. There is no play in the wheel. Consequently the driver has better control.

* Sports car brakes are more efficient, Even so, a road racing driver must brake a considerable distance before going into turns because if he brakes too hard at the last moment, he'll burn out his brakes after a few laps. At last year's Le Mans classic, Jaguar competed with an airplanetype disc brake which made it possible for the driver to brake in the turn without burning up his brakes, but this refinement is still

a rarity

* A sports car generally has four forward speeds in snychromesh, This is necessary because of several factors. For one, the car needs as much acceleration as possible pulling from curvers into straightways; for another, gears are often used to help brake the car going into turns. Sports cars are driven according to tachometer, an instrument that records engine revolutions. A good sports car driver always keeps the car in whatever gear the engine can deliver its fullest power under the circumstances.

* Sports car engines are made as efficient as possible. This includes, in many instances, provisions for relieving back pressure on exhaust valves by exhaust gases. That's why mufflers are removed, for example, thus giving sports cars their own exciting motor music. Another means of relieving back pressure are multiple exhausts. Some cars have as many as 16.

* In keeping with aesthetic principles, most sports cars look like what they are built for: maximum performance. Often their design makes them look on the move even when they are stand-

(Contd, on E-3)



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INSIDE STORY

TOMORROW IS HERE Atom & Private Industry

by John F. ALLEN

The peaceful Age of the Atom -- an economic upheaval which is likely to make the Industrial Revolution of the late Nineteenth and early Twentieth centuries look anemic -- is rushing upon us. Its advent is almost unsung and little noted because the more spectacular fire burst and mushroom cloud of the fission and fusion bombs have tended to obscure it. A man living under the threat of an end to his civilization finds it difficult to contemplate a vast nuclear advance in an area which may soon cease to exist.

Yet, granted even the uneasy peace of an armed co-existent stalemate, the certainties of the Atomic Age are forming all about us. Items, big and little:

1- By January 1 the first nuclear reactor capable of producing a usable amount of electric power will be in operation.

2- Already in the planning stage are larger atomic power plants capable of supplying a city of 350,000 people with all its electricity at a price per kilowatt hour no higher than that of many mid-western conventional steam plants.

3- Just as feasible are atomic piles capable of converting sea water to fresh water at a cost that would be economically feasible in desert areas of Asia and the Near East.

4- The last of our economically-obtainable fossil fuels-gas, oil and coal-will likely be exhausted by the year 2000 (only 45 years from now). Long before then increasing costs of these conventional sources of power will make atomic powered ships, airplanes, locomotives and perhaps even automobiles not only economically practicable but essential. All but the automobile can be built today.

5- A mechanically simple adaptation of atomic radiation can save the United States an annual loss of \$250,000,000 in stored grain destroyed by insects.

6- Stored potatoes, onions and other tubers can today be sterilized by atomic radiation to prevent sprouting and thus effect a tremendous saving.

7- Within five years or so it seems highly likely that atomic "cold sterilization" will have replaced cooking of canned goods, thus providing the housewife with fresh fruits and vegetables in cans that need not be kept frozen.

8- Research reactors are being

built by the score and it will not be many years before an atomic pile will be standard equipment for every major university and the research laboratory of every important manufacturing company. The uses of such reactors range from strengthening plastics through radiation to checking the interior working of an oil refinery or an auto engine.

9- Medical reactors and various forms of atom-smashers will soon become routine, adding immensely to the attack on cancer and to scores of research activities.

10- Already in production is a portable X-ray machine, small enough to fit in a woman's hat box and powered by a tiny bit of metal made radioactive in an atomic pile.

II- Not as important, but nevertheless spectacular, is an atomic radiation-powered clock, so accurate that, had it been running unattended since the birth of Christ, it would have lost or gained no more than half a second.

These are merely a small handful out of hundreds of looming
promises of the Atomic Age. It
would take a thick book to list
all the real and potential peaceful applications which arose with
the dust from that first horrifying
explosion at Alamogordo. The
possibilities are overwhelming in
prospect, if only amoral man can
--facing up to his last great
chance of economic heaven on
earth--bury his bombs forever.

Take the matter of power. By next January I in Southern California North American Aviation Company will have completed the first commercially constructed atomic reactor.

True, it will be an experimental model, generating only 12,000 kilowatts. Still, it will be the forerunner of many more, not the least of which is a 180,000 kilowatt pile which Pacific Gas & Electric Co. and four other firms are seeking the permission of the Atomic Energy Commission to build.

This pile, which PG&E says it can complete within five years, will supply all the light and power needed by a city half the size of San Francisco. And this is only one of five plants which the AEC is being asked (and is likely) to approve.

Atomic reactors come in many forms, all of them built around an enriched uranium or thorium core--with the fuel leased by the AEC.

The PG&E type will use water as its coolant. The water circulates through the fissioning fuel (the core is really an atomic explosion under strict control) and the intense heat of the process turns the water to high-pressure steam.

This steam is used to turn the generator which produces electricity. Because the water becomes violently radioactive, the whole plant must be tightly sealed and built underground.

Another type of reactor used liquid sodium as a coolant. The sodium is pumped through pipes intermingled with water pipes and its heat is transferred to turn the water to steam. While some heat is thus lost, this type is safer because there is no exchange of radioactivity.

Experts estimate that power can be produced today from such atomic plants at a cost of somewhere between 6 and 10 mills per kilowatt hour. (A mill is onetenth of one cent.)

The electricity which lights your house is produced in a conventional plant at a cost of between 4 and 6 mills per kilowatt hour. However, there are sections of the country—in New England and the Middle West—where fuel transportation costs increase power production costs to as high as 10 mills.

In England, where atomic power reactors already are being built, present costs may run as high as 1-1/2 cents per kilowatt hour; in parts of Europe, the Near East and in Asia the cost is sometimes as high as 6 cents. Obviously, in these areas atomic power plants would be immensely useful.

In the conversion of salt water to fresh the same basic technique will be used. Thus, the salt water will be turned to steam and then the salt removed in the process of cooling and distillation.

In the killing of insects that infest grain and the sterilization of tubers, canned foods and other products, the basic source of sterilizing radiation would be a bit of cobalt or other metal radioactivized in a reactor. The products would be run past the cobalt on an endless belt and the gamma

HOW SMART THE KIDS?

Carmel High School, whose student body has an average IQ of 114, came up with some amazing achievement test results lately.

Its average student, according to percentile statistics, outperformed top students throughout the country in almost every field.

The statistics simultaneously revealed that the average California high school student lagged considerably behind the national average.

The latter fact is surprising and

throws a little doubt on the practical validity of the achievement test involved since educators in every part of the country find that California students do exceedingly well in their institutions.

In fact, local educators on the Peninsula--including Warren Edwards, principal of Carmel High; John W. Nicholl, coordinator of the Pacific Grove School District, and Carl McDonald, principal of Monterey High--were almost

(Contd. on F-3)

rays emanating from the material would do the job quickly and simply, without leaving any residue of radioactivity.

While the activities of the Government in the matter of atomicpowered planes are now devoted to war planes and hence are top secret, it has been estimated by knowledgeable scientists that nuclear craft will be flying within five years. Atomic-powered seagoing oil tankers already are on the drawing boards. Locomotives with nuclear engines can be built. Because of the heavy shielding necessary to protect humans from the reactor, atomic-driven automobiles will have to await the development of new techniques.

Last week, Dr. Glenn Seaborn, famed University of California Nobel Prize winner, dropped a sour note into this happy and optomistic chorus. Where, he asked,

are you going to put all the intensely poisonous radioactive wastes which build up in reactors and must be cleaned out at intervals so they will continue to function. These wastes, which remain lethally radioactive almost forever, cannot be decontaminated by any known method. Already they are a problem at the Hanford. Washington, plant and other AEC installations. They have been buried in the desert encased in concrete blocks and dumped at sea. However, when reactors become a commonplace in every city, there just won't be any room left to dispose of the waste. It has been seriously suggested that the stuff be sealed in rockets and shot off into the skies to become permanent satellites of the earth. Meanwhile, however, scientists simply assume that someone will find a way out and that waste will not clog the road to the Atomic

Shopping Banter

BY SUZY

Please say Suzy sent you

PRETTY THINGS always make me think of brides and brides, especially, should see the charmingly pretty house coats on HOLMAN'S second floor. They'll make you look as lovely as a little girl going to a party. They're pastel nylon in delicate flower prints, in both short or long, fitted or peignoir styles and start at \$5.95. My favorite is a fitted shortie sheer that's lined,



lilac on white with ruffled embroidered organdy trim (\$8,95), but they're all dreams... and don't forget, Holman's welcomes charge accounts.



WHAT ARE YOU PAYING for your whiskey? If you're paying more than \$4.49 for a full quart of 7-year-old straight bourbon, you should hie over to the OAK KNOLL LIQUOR STORE (or phone 5-6394) and get a bottle of Brookwood (it's their own label but it's the same whiskey that sells nationally at \$5.66). That's over a dollar a bottle you save! You save even more in case lots...

perhaps, go shares with a friend. But then, Oak Knoll, the home of the pink elephant on Fremont one block north of Airport Road, always has the best at the lowest possible prices.

CONCOURS D'ELEGANCE



Photo by JULIAN P. GRAHAM

One of the most popular events of the Pebble Beach Races weekend this year will again be the glittering Concours d'Elegance.

This million-dollar display of the best in glass, steel, chrome, upholstery and plastics in the automotive industry, will be held in its traditional beautiful setting on the terrace between Del Monte Lodge and the 18th hole of the Pebble Beach Golf links.

The Concours will be on from II a.m. to 5 p.m. Saturday.

Once again heading the list of judges will be Author Lucius Beebe, the sartorial publisher of the Territorial Enterprise at Virginia City, Nevada. Other judges will be Pete DePaolo, George Schlater-Booth, Ernest K. Gann.

Denholm McKie and Dr. Norman Jenssen. Judging will start at 12:30 p.m.

Peninsula entries in the Concours will include Armin F. Muller's 1953 MG-TD, Lorin D. Lacey's 1955 Triumph TR2 and 1955 Doretti, Derek Rayne's 1954 Jaguar XK 12 OM, Dudley F. Wynkoop's 1955 Thunderbird, Chuck Baird's 1955 Volkswagen,

SPORTS CARS VS DETROIT

(Contd. from E-1)

ing still.

IT IS GENERALLY taken for granted that, other factors being equal, the biggest sports cars will finish first in any race. That's why the public adulation of the trophy winner is a mistake. Often, he isn't the best driver at all. Often, he doesn't even drive the best car in the race. It's just that his car outclasses the other competitors.

That's why those in the know always recognize several winners in each race—a winner in each class. These classes are arranged according to piston displacement, the main factor which determines engine power. Piston displacement is measured in cubic centimeters (or cubic inches and sometimes in liters).

Categories recognized for competitive purposes are:

* Class H - under 750 cc. This

Dick Madeira's 1955 Volkswagen convertible, C. Standlee Martin's 1954 A. C. Sports Tour and Mrs. Derek Rayne's 1955 Arnold-MG.

Some of the outstanding cars entered in the show also include a 1954 Cunningham, a 1955 Alfa Romeo Bat, a 1930 Dusenberg, several pre-war Bugattis, Rolls Royces, Mercedes-Benzes and a group of vintage cars, among them an 1899 Locomobile.

Monterey Car Dealers William Beattie, A. A. Bennett, D. A. Graham and William Stahl have entered new standard production Fords, Chryslers, Buicks and Packards respectively.

includes models of the Panhard, Gutbrod, Fiat and Crosley Specials.

- * Class G = 750 to 1,100 cc. Makes: Moretti, OSCA, Nardi, Panhard, Giaur.
- * Class F 1,000 to 1,500 cc. Makes: Porsche, MG, Singer, Jowett-Jupiter, Siata, Simca, Volkswgaen, Morris Minor.
- * Class E I,500 to 2,000 cc. Makes: Frazer-Nash, Ferari, Maserati, BMTW, Triumph.
- * Class D 2,000 to 3,000 cc. Makes: Austin-Healey, Sunbeam Alpine, Fiat Special, Edwards Special.
- * Class C 3,000 to 4,000 cc. Makes: Ferrari, Jaguar, Allard, Curtis, Mercedes-Benz 300 SL.
- * Class B 4,000 to 5,000 cc. Makes: Curtis, Allard, various specials.
- * Class A over 5,000 cc. Almost all cars in this category are specials, including the Cad-Allards.

(For a quick comparison: most American family cars are over 3,000 cc, weigh considerably more than sports cars of equivalent piston displacement.)

Within the individual piston displacement classes, racing officials make a further distinction between production cars and modified models. They are not in competition with each other since modified models, if successfully modified, would tend to beat the production cars from which they were modified.

Stock racers must be used the way they came off the production line except, of course, that they may be properly tuned.

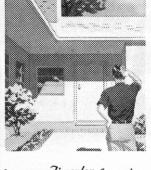
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WHEELS WHIRR AT PEBBLE BEACH

(Cont'd from A-2)

and many world records.

Represented in the Del Monte Trophy line-up will be cars like Carl Block's Allard LeMans, Fred Vogel's Bu-Ford Special, Terry Hall's Mercedes 300 SL, Charles Fifield's Silverstone Jaguar, Barry Wagner's Edwards Special, a couple of Maseratis, Alfa Romeos and Austin Healey 100's.

Although the Del Monte Trophy is the biggest and often the most spectacular contest of the Pebble Beach road races, attention will also be focused on the annual Pebble Beach Cup Race for modified sports cars under 1500 c.c.

The big favorites in this event are always-popular Ken Miles, who has already tasted victory at Pebble Beach; John Von Neumann, a Porsche pilot; and James R. Lowe of San Francisco, regional executive of the Sports Car Club of America and general chairman of the Pebble Beach races. Miles will drive an MG-Special, while Lowe will compete in his formidable Frazer-Nash which has roared in 25 races since June 1953, scoring 19 wins.

Two local entries will run in the Pebble Beach Cup: John P. Kunstle in a Devin Panyard, and I. W. Stephenson in an OSCA. Kunstle was luckless last year in a Porsche.

Al Coppel, author of "Hero Driver" which will be filmed at Pebble Beach during the race, has entered his OSCA. Other cars represented will include some Crosley Specials, several MG Specials, a Volkswagen Sport Coupe, a Hillman Special and a Moretti.

In addition to these 100-mile races, there will be three other competitive events this year. Two of them will be 10-lap Cypress Point Handicaps for production cars over and under 1500 c.c. These events will take the place of the former novice events.

Local entries in the under-1500 Cypress event will include two HRG's, owned by I. W. Stephenson. He will drive one of them; the other will be wheeled by Chet Helm. In the over 1500 production handicap will be Gregory W. Teaby and J. Berry Monoghan, both driving Jaguars XK-120's.

The fifth race will be a novelty event, a 5-lap race for vintage cars, including a 1909 Benz, 1909 Mercedes, 1910 Simplex, 1910 Pope Hartford, 1912 Buick and a 1914 Cadillac.

The small production car race



Photo by Julian P. Graham

will start at 10:30 a.m. Sunday. The over 1500 c.c. production car handicap will follow at 11:15, and the Vintage Car Race will be flagged off at noon. The Pebble Beach Cup Race is scheduled for 1 p.m. Sunday, the Del Monte Trophy to follow at 2:30. A victory dinner will be held at 7 p.m. Sunday at Del Monte Lodge.

Saturday morning will see the

registration and safety inspection of the entered sports cars, a driver's meeting will be held at 12: 15, and between 12:30 and 5 p.m. Saturday afternoon, the cars will have practice runs on the challenging course.

The Pebble Beach course, fenced and hay-baled during the last week, is primarily a test of maneuverability and acceleration,

as well as driver's skill. The six corners feature everything from 110-degree flat turns, sweeping bends, uphill and reverse-cambre corners to a downhill straight that is just long enough to delude the over-confident.

As in the years before, the proceeds from the weekend of racing will benefit the American Cancer Society.

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The Path of Hope

Lions Stage Variety Show

The 7th annual Charity Variety Show of the Carmel Lions Club will hop it up at the Mission Ranch Rec Hall next Saturday night, April 23.

The show will start at 8 p. m. for a two-hour session of comedy and musical acts under the special direction of Mrs. Frank X. Gordon of San Francisco.

Youth Follies In Carmel

Sunset Auditorium will be the scene tonight and tomorrow night of the annual Carmel Youth Follies, a big show with 170 youngsters strutting their stuff in 30 big

Carmel Mayor Horace Lyon and P. A. McCreery, vice-president of the Carmel Youth Center, will start the show on respective nights.

The two-hour-and-15-minutes performances will start at 8 p.m. Tickets cost \$ 1. Proceeds will go to the Youth Center.

Costumes for the lavish produc-

Cont'd on F-3

Dancing will follow from 10 to 1. while a general country store, with 150 prizes, is in progress.

Eben Whittlesey, president of the club, announced that holders of tickets need not be present at the door prize drawing in order to win. Three radios: a hi-fi combination, a portable and a clockradio, will be given away.

Tickets at \$2 can be bought from any Lions Club member, at the Carmel Cork and Bottle, Quality Market and Thrift Food Store, or can be obtained by phoning 7-6273. Tickets will also be on sale Thursday. Friday and Saturday at a special booth at the Bank of Carmel.

Proceeds will go to the charitable and civic activities committees of the club.

Dr. Donald M. Petersen is general chairman of the evening.

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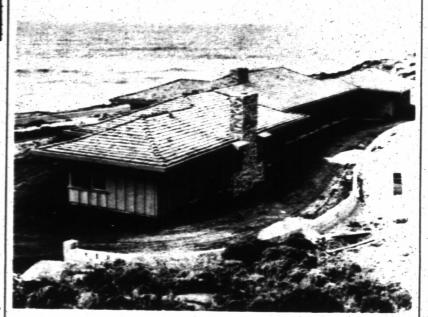
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SMART KIDS?

(Contd. from E-2)

stunned by the California results. and found them hard to believe, although Nicholl conceded that statistics have a habit of working out."

The test battery, whose results are cited here, is the lowa Test of Educational Development, put out by the State University of Iowa. It's a confidential tests the lowa people do not reveal what schools their norms are based on. The number of schools and students involved, however, would seem to indicate a pretty valid cross sections the national norms are based on about 450 schools the California norms on 39 to 45 schools, depending on the grade, Nationally, between 34,000 and 40,000 pupils were tested for each grade norm.

The test battery costs \$1,20 a head, which isn't cheap, and a lot of school districts find it too expensive for their needs. Carmel's bill was \$406. 25 for 75 freshmen, 66 sophomores, 66 juniors and 73 seniors. The tests were given early in December.

Results were computed in percentiles, not percentages, Percentiles, like percentages, work out in the old bell-shaped curve that lumps the largest portion in the middle-at the 50th percentile -- but the curve, instead of closed, is open to infinity at both ends.

Carmel's average student pulled further and further away from the national average as he went up in grades, California's average student closed up to the national average as he advanced through the grades. Carmel's average student also consistently outperformed California's top student, showing a slightly wider gap in the 12th than in the 9th grade.

Here are some specific results: At the 9th grade level, Carmel High's 50th percentile student outperformed the nation's 90th percentile students in natural science, correctness of expression. interpretation of social studies. interpretation of natural sciences, interpretation of literature, and went far ahead of the nation's 98th percentile in general vocabulary. They lagged behind the 90th percentile (but were ahead of the 75th percentile) in basic social concepts and quantitative thinking.

California's 50th percentile students in the same grade scored below the nation's 25th percentile in everything but interpretation

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of social studies and literature and general vocabulary.

In the 12th grade, Carmel's 50th percentile students scored higher than the nation's 98th percentile in every field but quantitative thinking, while California's middle group closed up to the nation's in the test's composite score. California showed ahead in interpretation of literature and general vocabulary, far behind in natural science background and quantitative thinking.

It will be noted that both Carmel and California made their poorest showings in quantitative thinking, a fact Carmel High School already discovered in 1953 when it started the achievement tests. Principal Edwards said this problem is now under investigation by the State Board of Educa-

Edwards, however, is not too concerned since his students still show up better than everybody else, and says: "We find we do well so we just forget about it, "

The Iowa Test is not used by the Pacific Grove school district, which finds it too expensive and takes the California Achievement Test Battery instead.

This test shows at what grade level students are when compared to a national norm. Last year's results, allowing for statistical

error, placed students in their appropriate grade levels in every field from the 9th through the 11th grade (except 11th grade spelling), but showed them below where they should be in the 12th grade for vocabulary, comprehension and spelling.

This year's tests at P. G. High haven't been scored yet. When they are, they will reveal if a remedial program instituted on the basis of last year's scores has been effective.

Coordinator Nicholl, whose high school students' median IQ ranges from 103 to 109, points out that tests are not all-conclusive but "just tools".

Principal McDonald of Monterey High uses no comparative tests, places instead strong emphasis on differential aptitude tests which are used for a strong counselling and vocational guidance

He is satisfied with the fact that pupils from his school, taking entrance tests at the University of California, rank well above the average.

"I don't want to sound like I'm knocking anybody," said McDonald, "but we don't believe in achievement tests because we are afraid that the achievement test may then become our curriculum.

BOOK LOOKS **ESTRANGED**

(Cont'd from D-2)

Moravia: an Italian motion picture script writer finds that his wife has become mysteriously estranged from him, while he remains flercely in love with her, Against this central theme is laid a counterpoint of the writer's war over a script with an immensely vulgar producer. Why all this does not quite come off, I find I cannot exactly explain. Moravia seems utterly unable to bring his characters alive, or to compel an interest in their troubles, I would guess that he was not very interested in the book himself. Perhaps he has written himself out. At any rate this is not a bad book, but then, neither is it good Moravia.

AUNTIE MAME (Vanguard, \$3,50), by Patrick Dennis, came recommended to me by a person whose opinions I value as a very funny book. So it may be a lack in me when I confess that I found it only occasionally amusing, and too often forced and heavy handed, In brief, it is a first person story, ostensibly written by Auntle Mame's nephew. Mame is one of those gals to whom everything ens. This is of the "life father" school. You may find it amusing.

About THE LOVE EATERS (Harper, \$3), by Mary Lee Settle, I have no doubts at all. It's just a plain bad novel. The writing is as tangled and awkward as any it has been my misfortune to wade through in many a month. The story concerns itself with a cruel and homosexual cripple hired by a wealthy amateur theatrical group, and some particular sorts of hell he raises with the group. Don't bother.



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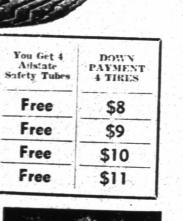
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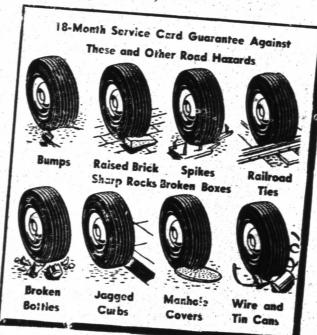
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